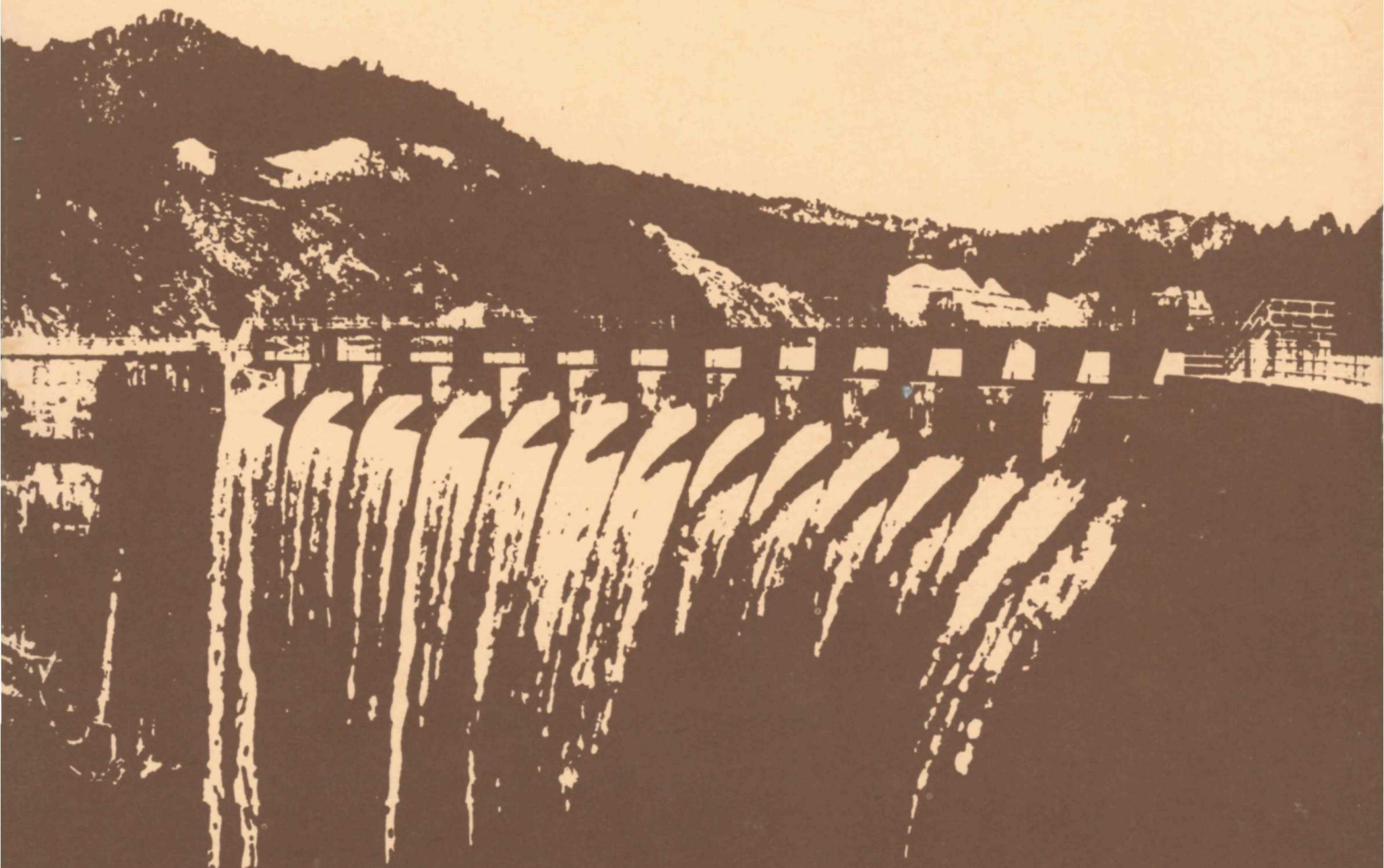


NORTH CAROLINA

**AN INVENTORY OF
HISTORIC ENGINEERING
AND INDUSTRIAL SITES**



**NORTH CAROLINA DIVISION OF ARCHIVES AND HISTORY
AND
THE HISTORIC AMERICAN ENGINEERING RECORD**

NORTH CAROLINA

AN INVENTORY OF HISTORIC ENGINEERING AND INDUSTRIAL SITES

SPONSORED BY

**NORTH CAROLINA DIVISION OF ARCHIVES AND HISTORY
DEPARTMENT OF CULTURAL RESOURCES
RALEIGH, NORTH CAROLINA**

AND

**HISTORIC AMERICAN ENGINEERING RECORD
NATIONAL PARK SERVICE
WASHINGTON, D.C.**

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**HISTORIC AMERICAN ENGINEERING RECORD
NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR**

1975

Office of Archeology and Historic Preservation
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Historic American Engineering Record
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INTRODUCTION

Origins of the North Carolina Inventory

The business of the historian, wrote Henry Adams in his autobiography, is to trace the pattern of human energy. Until recently, the perspective of the historical profession, for the most part, conceived of such energy as it was reflected in dramatic events, such as revolutions and elections, or dramatic individuals, such as kings, artists, and warriors. In the 20th century the vision of the historian has expanded. The influence of economics, engineering, and technology upon American history began to receive scholarly attention. In addition, the everyday existence of men and women in the past--America's social history--has become a subject of historical inquiry. Within the last thirty years, curricula in American civilization have been established in universities to examine our history and society in terms of its literature and art. These disciplines have attempted to see America as a whole, to understand our institutions, our values, and our culture. Part of this inquiry is the study of historic architecture because, of all the arts, architecture can be perhaps the most socially relevant and because American building is among our civilization's greatest achievements.

In the 1960s and 1970s interest in architectural history coincided with a growing concern that many fine examples of American building were being destroyed as cities and suburbs expanded at an accelerated pace. The historic preservation movement has fostered an ongoing concern for the ramifications of unbridled growth. Through legislation, political action, and more important, through public education, support for the preservation of historic structures has been forthcoming.

Thus the academic study of American civilization has been wedded to the need to conserve its physical heritage. Private dwellings, churches, courthouses, and commercial buildings were easily identified as cultural resources worthy of preservation. In recent years, appreciation of material culture has extended beyond private and public buildings to those structures related to the history of industry, engineering, and technology. The belatedness of this development is ironic because industry and technology have been such integral parts of American culture. A new branch of inquiry, called "industrial archeology," has evolved in this country. Like other branches of archeology, it is the study of man based upon his physical remains, in this case the products of the industrial era. This field of study is not limited to historians and preservationists. Engineers and scientists, feeling a need for an historical consciousness in their disciplines, have joined in this study. Aware of the rate of change in our society in general and in industrial and engineering development in particular, industrial archeologists have been charged with a sense of urgency

to locate, record, and in some cases, preserve those landmarks related to our industrial heritage.

The outgrowth of the mutual interests of historians, preservationists, and technical professionals was the formation of the Historic American Engineering Record (HAER) in 1969. HAER was founded as a companion program to the Historic American Building Survey which, since the 1930s, has been recording and studying America's architectural heritage. An agreement creating HAER was signed by the National Park Service of the Department of the Interior, the American Society of Civil Engineers, and the Library of Congress. The American Society of Civil Engineers provides professional counsel, appoints three members of the HAER Advisory Committee, and offers some funding. The Library of Congress in Washington preserves and houses HAER records, makes them available for study, and supplies reproductions. The National Park Service's Office of Archeology and Historical Preservation administers, funds, and directs the day-to-day operations of HAER and its field workers.

In North Carolina, the Division of Archives and History has conducted a statewide survey of historic buildings and structures since 1969 as part of the National Register of Historic Places program. In the 1970s an Archeology Section was created which, among other responsibilities, complements and amplifies the survey, providing analysis and interpretation of archeological sites and extant structures. The survey was first organized on a geographical, or county by county, basis. Historic industrial sites were within the scope of this ongoing survey and archeological investigation, and several were nominated to the National Register. In the spring of 1974, the survey began a thematic inventory of industrial archeology. This inventory expanded its scope and support in the summer of that year when the North Carolina Division of Archives and History and HAER jointly sponsored an inventory of the state.

The inventory was divided into two parts. First, research was conducted to understand the nature of North Carolina's industrial and engineering history. What were her first industries? What was the geographical distribution of these industries? What were the limitations of industrial development? Secondly, a period of field work took place to locate, photograph, and record extant structures, thus eliminating most below-ground sites from this survey. A cutoff date of 1925 was selected to correspond with National Register 50-year criteria. (Because of the limits of time, further selectivity was necessary within the sample of pre-1925 structures. Therefore, a site often would be selected for recording because of its unique function or its historical significance. A cotton mill built in 1910, for instance, might not have the appeal of a hydroelectric facility of the same date simply because the mill was one of hundreds already in operation while the dam would be among the first of its kind.) After the recording process was complete, inventory

cards were prepared and sent to the HAER offices in Washington, D.C., accompanied by photographs and maps (see page 105 for a sample inventory card).

The Industrial Archeology of North Carolina

The HAER inventory attempted to record the variety of North Carolina's industrial history yet, at the same time, focused upon the major elements of her industrial development. The industrial archeology of North Carolina reflects its growth from a primarily agricultural society to the leading industrial state in the South. Examples of rural industry are scattered throughout the state: grist mills, cotton gins and presses, cane mills, and other processing machinery. Most early industries were extractive. Turpentine and commercial fishing were most important of these industries in the eastern sections. However, both these industries utilized primitive technology in the early years and few remains beside hand tools have been found. For the industrial archeologist, the state's mining history provides a more fruitful field of study. Iron mines were developed in the colonial period and grew in importance after 1815. Most of the significant iron works, such as forges and furnaces, were in the western Piedmont, in Lincoln County, and many can be seen today. Of greater commercial importance was the discovery of gold-bearing ore around 1800 which resulted in the nation's first gold rush in the 1820s and 1830s. North Carolina was the leading producer of gold in the nation before 1849. The level of gold mining ranged from large operations with steam powered technology and skilled European engineers to limited ventures by local farmers during poor growing seasons. North Carolina's gold region experienced periodic revivals in the late 19th and early 20th centuries but never regained the importance of the antebellum period. Overshadowed after 1849 by western mines, it was nevertheless the state's second largest occupation next to agriculture before 1860.

Just prior to the outbreak of the Civil War coal fields were developed at the junction of the Cape Fear and Deep Rivers and attracted considerable investment as late as 1930. Only limited quantities of coal were mined, however, and the Cape Fear-Deep River region was more important for its abundant clay deposits. It is noteworthy that some of the oldest pottery sites in the nation can be found in North Carolina and that today the state is the nation's largest manufacturer of brick.

While extractive industries dominated economic life in the early 19th century, bulk processing industries also developed during this period. The need for a manufacturing capacity as an alternative to agriculture was recognized by many political and economic leaders. In 1828 a report on textile manufacturing warned that "our citizens must turn a portion of their labours and enterprise into other channels of industry; otherwise, poverty and ruin will fall on every class of our community." In the Piedmont

section, the promotion of manufacturing was most intense. "The simple truth," argued a Piedmont newspaper in 1837, "seems to be forcing itself on our people that neither our soil nor climate will permit us to become cotton growers. We are too far from market for us ever to profit by agriculture to the greatest advantage. Circumstances most plainly designate manufactures as the policy of the [Piedmont], and the progress made shows that we are coming right at last."

In fact, the "progress" in manufacturing was slow for most of the 19th century, handicapped by poor transportation and by the scarcity of coal, iron, surplus capital, and skilled labor. However, abundant water power, cheap labor, and access to cotton and tobacco plantations and forests made possible some manufacturing activity integrated with agriculture. Cotton spinning and weaving was the first processing industry to move beyond the domestic manufacturing system. The first mills were built by local merchants who imported Northern mechanics for technical supervision and local farm families for labor. The mills were small, usually frame structures. By 1860, nearly forty were in operation and most of these were run by water power. None have survived intact although small sections have been incorporated into larger modern factories.

Many of the antebellum textile mills were destroyed in the Civil War and many others were forced to suspend their operations during the conflict. However, there was far greater continuity in textiles between the antebellum and postbellum periods than is generally recognized. Most antebellum sites were rebuilt following the war and the names of North Carolina's textile pioneers--Battle, Holt, Fries, Morehead, Lineberger, Schenck, and others--were still prominent at the close of the 19th century. Between 1875 and 1925, successive waves of mill building confirmed the hopes of "New South" prophets. Charlotte, location of the banking community, Duke Power Company, and the offices of mill engineers like D. A. Tompkins and Stuart Cramer, became the textile center of the southeast. By 1925 North Carolina was the largest producer of cotton textiles in the country. This development was directly related to the decreasing fortunes of small farmers who left the rural areas to find employment in the mills. Along the riversides and in the cities, a distinctive industrial community was established--the mill village, an institution still present in many parts of the state. The impact of the mill village upon the social history of the South has been both profound and complex.

In addition to textiles, other early industries, like tobacco and wood processing, were tied to the availability of local raw materials. The farms along the Virginia border produced the first generation of tobacco manufacturers. Following the Civil War, the industry moved closer to rail facilities, into towns like Durham and Winston, and helped create some of the state's major urban centers. So rapid was the growth and expansion of the tobacco industry that early manufacturers like Richard J. Reynolds and Washington Duke could witness within their lifetimes an entire transformation in technology, marketing, and corporate

organization. By the early 20th century, a consolidation of the industry took place which effectively removed the smaller producers in cities like Salisbury, Mt. Airy, and Statesville: nearly 300 tobacco factories were in operation by the early 1880s; by 1910 less than 25 producers were left. Many of the monumental factories and warehouses built during the "Tobacco Trust" era are still in use. The early frame factories on Piedmont farms and the small brick buildings in the towns are now rare but eloquent reminders of the beginnings of the world's tobacco manufacturing center.

Abundant native hardwoods made wood processing an important industry. Beside a sawmill, a flour mill and cotton gin could run off the same source of power, thus providing a center for rural industry as well as an economic and social institution. The mill was also a training ground for local mechanics who became competent, self-taught engineers. Few of these mills remain although the steam-powered sawmill has not entirely vanished from North Carolina's landscape. As new needs arose the millers diversified their activities. The first wagon factories were spin-offs of the sawmill, as were the first furniture factories. Around 1900 the need for inexpensive household furniture and the availability of native hardwoods encouraged mill men to organize small partnerships to mass produce furniture. These factories were usually frame structures and their technology differed only slightly from the old sawmills. Gradually the quality of the product improved and factories proliferated making North Carolina cities like High Point, Thomasville, Drexel, and Lenoir the nation's largest producers of furniture. The growth of this industry culminated in the construction of the Southern Furniture Exposition Building in 1921. Related to the wood processing industries was paper manufacturing which flourished in Roanoke Rapids, Rockingham, and Canton.

The early development of processing industries, heavily concentrated in the Piedmont, was directly related to improved transportation facilities. Leaders of the Piedmont agitated for improved transportation facilities partly in response to the isolation of their section and partly as the need arose to find outlets for its manufactured products. Although North Carolina has not been noted as a major transportation center, there are significant remains of early construction. A rail system was established in the state as early as 1840 and the Wilmington and Weldon Rail Road, now a part of the Seaboard Coast Line, once boasted more track mileage than any other system in the country. Several structures survive from the North Carolina Rail Road, the first road through the Piedmont, which ran from Goldsboro to Charlotte. Two bridges built in the 1850s for the western branch of the North Carolina Rail Road remain in use. The large repair complex at Spencer, built by Southern Railway at the turn of the century, is among the best preserved of its kind.

The physical reminders of North Carolina's transportation history are not limited to the Piedmont. The western extension of the North Carolina Rail Road which winds through the mountains to Asheville features

a series of tunnels built in the 1870s. In Wilmington, Rocky Mount, and Hamlet there are impressive reminders of these towns' important railroad history. Although the ambitious plans to build canals throughout the state went largely unfulfilled, the remains along the Roanoke Navigation Canal, including the beautiful stone aqueduct over Chockoyotte Creek, are enough to make North Carolina a major historic canal state. Along the coast, the chain of lighthouses built in the 19th century still serves as an aid to navigation. The state's major port at Wilmington owes its existence to the mile-long dam at New Inlet, known as "The Rocks" (1875-1881), a distinctive engineering feat of the period.

Along the rivers of North Carolina, a truly notable engineering accomplishment has been the harnessing of the plentiful water power. Water wheels and turbines powered mills of all sizes in the 18th and 19th centuries. An 1899 publication by the state geological survey noted over a hundred mill seats in use and several more potential sites. The most dramatic achievement has been the system of hydroelectric installations that began with the small plant at Idols in 1898. The history of hydroelectric engineering in North Carolina includes the remarkable Waterville Dam and Power Station (1930), the series of dams constructed by Southern Power Company (now Duke Power) along the Catawba River, and the structures of TVA in the mountains. By 1930 North Carolina was the fourth largest producer of hydroelectric power in the country.

The HAER inventory followed the flow of industrialization from the countryside to the cities. Increased manufacturing, improved transportation, and new sources of power made possible the growth of urban centers, largely a 20th century phenomenon. With urbanization came the need to design and provide urban services for sanitation, water, and electricity. Many of the early structures built for these services have survived but are no longer in use. Yet in the current style of recycling older structures, these buildings--water towers, sub-stations, trolley car sheds, pump stations--have found new lives and new functions. Their survival allows us to study the physical remains of urban engineering and, at the same time, points toward the future of our urban centers. Section 8 of this guide includes some examples of adaptive use in North Carolina's cities. In addition, many of the listings throughout the guide, both within urban areas and in more remote locations, should be considered as projects for parks, commercial redevelopment, and housing.

Using the Guide to North Carolina's Industrial Archeology

There are 173 separate listings in the following guide. The eight sections roughly follow the classification system devised by HAER. Some reorganization of this system has been necessary for the purpose of presentation. Therefore, EXTRACTIVE INDUSTRIES includes some sites that cannot technically be called extractive. BULK INDUSTRIES has been divided

into two sections. Some sites in Section 4 (MANUFACTURING AND PROCESSING) might also be considered BULK INDUSTRIES but have been so listed to facilitate the organization of the guide. Section 8 (SPECIALIZED STRUCTURES) is not a miscellaneous category but includes examples of industrial housing, adaptive use, and building technology and design. An index is provided at the back of the guide which lists page references for counties, towns and cities, and prominent individuals.

Each section is arranged by county, and within each county the sites are listed by town. The date that follows each entry is the date of the structure now standing at the site. If an earlier date is relevant, such information will be found in the text. The general location of each site is given in the line below the site name. In the right-hand corner of each entry the name of the United States Geological Survey quadrangle map is listed and beneath it is a 15-digit Universal Transverse Mercator (UTM) grid reference. This reference has been devised as a precise, convenient locating mechanism. Each grid reference consists of three elements: the zone, the east-west measurement (called the "Easting"), and the north-south measurement (called the "Northing"). Since 1959 the UTM grid has been available on all large and medium scale maps of the United States Geological Survey, the national mapping agency charged with the production of topographic maps. Unfortunately much of North Carolina has not been remapped since the early days of the survey, and some parts of the state have not been mapped at all. Therefore there are several sites with only a quadrangle reference, e.g. Rocky Mount (1904), and some without references.

Each entry contains a brief description of the site as it is today and some background information about its development. Unless otherwise indicated, these sites have no surviving machinery. The description is followed by a bibliographical reference and, when relevant, a notation of status: Historic American Building Survey (HABS), National Historic Landmark (NHL), or National Register of Historic Places (NR). The bibliographical references should be considered preliminary at best. They were chosen for their accessibility to the general reader. County histories are available in most libraries while private manuscripts, taped interviews, and insurance maps are not.

It should be noted, however, that one of the most important by-products of the HAER inventory has been to discover and generate documentary evidence that might have gone unused by historians. Government publications, newspaper accounts, geological surveys, maps, drawings, and private papers have complemented the findings of the field research. This relationship between the site and the source makes possible a rich analysis of industrial history. Furthermore, in North Carolina, where many families have remained stationary for generations, the availability of oral sources becomes quickly appreciated. Oral traditions are particularly useful in studying rural-based industries. And the techniques

of oral history are probably the only way to tap the complexities of industrial communities and their inhabitants.

At the beginning and end of each section are pages for notes. This space is provided in the belief that the guide will be used as a workbook. It is hoped that the reader will make additions and corrections to the record. The guide is not definitive and merely points out the most outstanding extant structures and sites. It also indicates the range of material that concerns the industrial archeologist. The guide is a beginning rather than the end of research in North Carolina. It has become evident that historical research is limited only by our conception of what is history. There are many untapped sources: sites to be excavated, extant structures to be discovered, oral sources to be interviewed. Utilizing such material, the historian can amplify our understanding of what life was like for previous, hitherto anonymous, generations: where they worked, played, and prayed; what they built and how they built it; how life has changed over generations and how it has remained the same. If Henry Adams's challenge to historians is to have any meaning, then the rich and complex heritage of human energy--our social history--must be studied and enjoyed.

Acknowledgements

The HAER inventory was conceived by Dr. Stephen J. Gluckman and Bruce MacDougal of North Carolina's Division of Archives and History and by Eric Delony of the Historic American Engineering Record. In Washington, James Armstrong of HAER provided continuous guidance and encouragement. In North Carolina, Catherine Cockshutt and the members of the Survey and Planning Branch offered substantive and procedural assistance at every point with information, advice, criticism, and praise. Dr. Gluckman and the Archeology Section joined in conducting field work and photographic research, and, above all, in providing the rationale for historic sites archeology.

The preparation of the inventory cards was a major responsibility. Over 200 cards were prepared, complete with maps and photographs. Michael Southern and Stephen Welch drew sketch maps for most of these cards. Kathleen Pepi served as photographic editor and provided descriptive text for many of the railroad structures in the inventory.

The publication of this guide was arranged by Bruce MacDougal of North Carolina's Division of Archives and History and T. Allan Comp of the Historic American Engineering Record. Editing the guide has required the cooperation of several people. All drawings are by Michael Southern. Mr. Southern and Ms. Pepi served as layout editors and have been closely involved with the process of field work, photography, and editing. I am grateful to them for their enthusiasm and their judgment. I am grateful as well to Sondra Ward who typed this manuscript for publication.

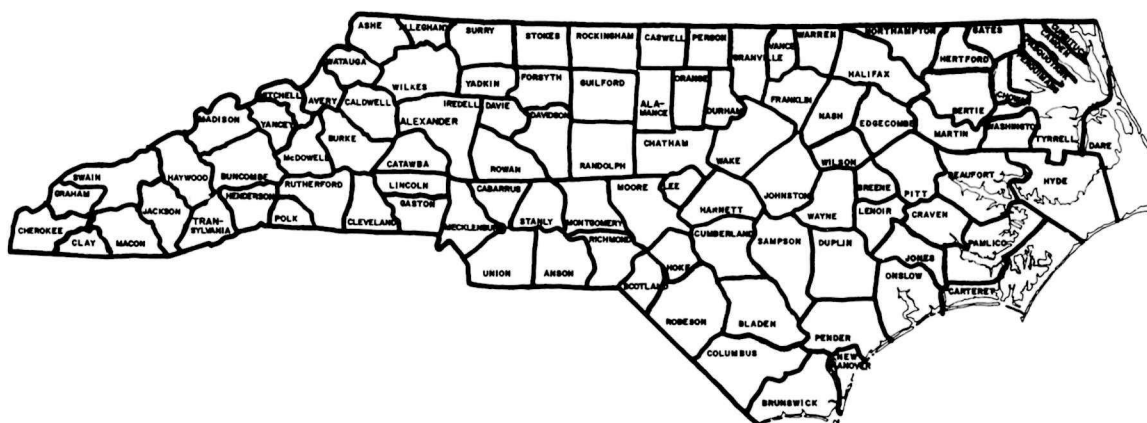
Picture credits: Hugh Brinton (95), Carolina Power and Light (59), Brent Glass (62, 89), A. L. Honeycutt, Jr. (65), Richard F. Knapp (8), Randall Page (35, 65), Kathleen Pepi (77, 99), JoAnn Sieburg (41, 81, 93), Michael Southern (29, 37, 39, 51, 53), Ruth Little-Stokes (23, 31), Greer Suttlemyre (11, 20), Tony Vaughn (87).

Above all, I am indebted to the many people throughout North Carolina who volunteered time and information during the course of the inventory. One of the real joys of this work was the opportunity to meet the people of this state, to talk with them about their history, and to learn from them.

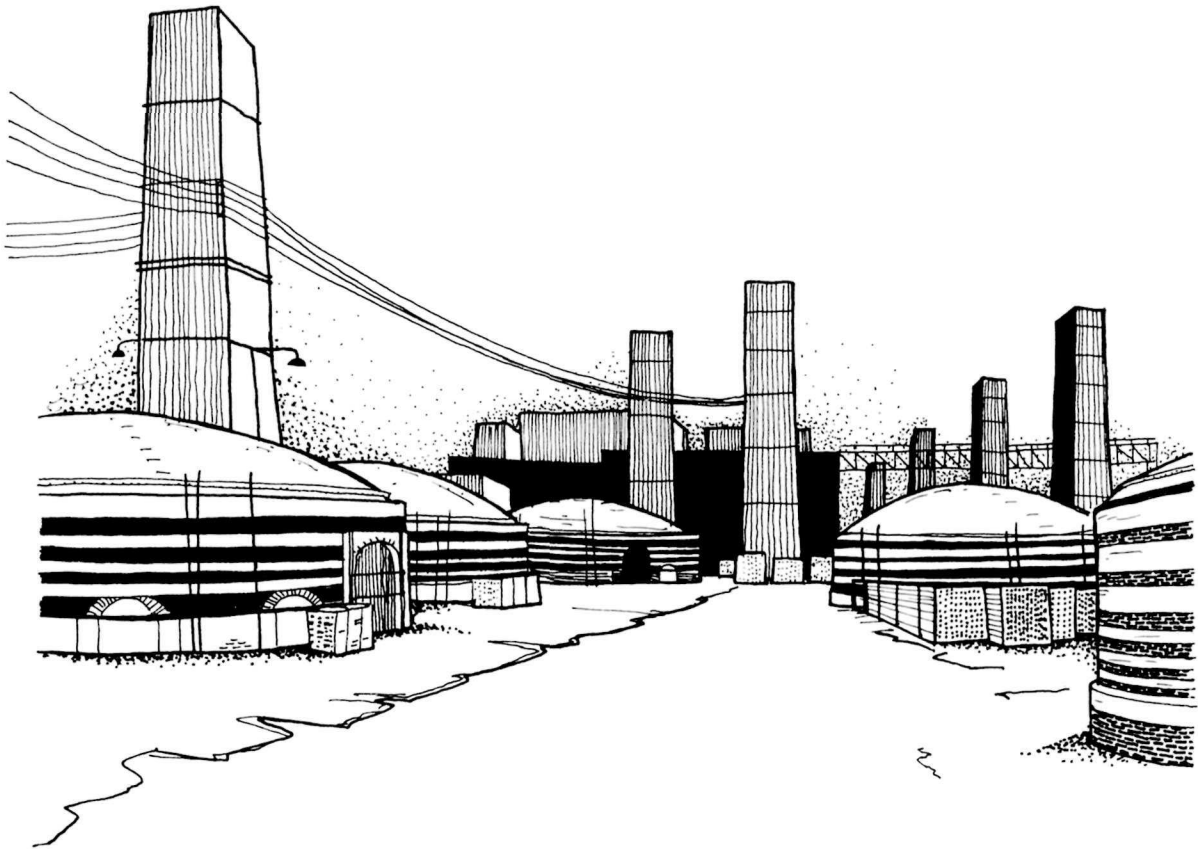
To all these people, much credit is due for the success of this work. Of course, as director and editor of the project, I accept full responsibility for its shortcomings.

Brent D. Glass

MAP OF NORTH CAROLINA



EXTRACTIVE INDUSTRIES
MINES, KILNS, AND FURNACES



PAMONA TERRA COTTA MFG CO (1889)

GREENSBORO
GUILFORD CO.

NOTES

EXTRACTIVE INDUSTRIES

Cabarrus County

REED GOLD MINE (1799)
SR 1102, Georgeville vicinity

Mt. Pleasant
17.548650.3904450

This mine, located on the John Reed plantation, is considered the site of the first discovery of gold in the United States. The discovery was made along Little Meadow Creek in 1799. Although the mine was worked primarily as a family enterprise throughout the 19th century, two ill-fated efforts were made in 1854 and 1896 to develop the property with outside capital. At the Upper Hill of the Reed Mine are the remains of the boiler pit and stone chimney of the engine mill house as well as millstones and base of a Chilean grinding mill. On the Lower Hill, the base of a 10-stamp mill can be seen. The mine is a state historic site and is the subject of archeological examination and restoration. [Ref: Knapp, Richard, "John Reed's Mine," North Carolina Historical Review, Winter, 1975; NHL]

Catawba County

POWELL-TROLLINGER LIME KILNS (c. 1870)
SR 1886, Maiden vicinity

Catawba
17.493200.3944260

The three remaining lime kilns at this site are built into the side of a hill. A stone wall, approximately 25 feet high, extends the length of the kilns, providing a common front. At the center of each kiln is a small rectangular opening, several feet high, wide enough to give access to a man using a shovel. The kilns were constructed shortly after the Civil War by Avery Powell. They were sold in 1877 to Moses Trollinger and were operated periodically until 1916. [Ref: Kerr, W. C., Report of the Geological Survey of North Carolina, 1875, 1881; NR]

Chatham County

SAPONA IRON WORKS (1861)
US 421, Mt. Vernon Springs vicinity

Siler City
17.642520.3947760

These iron works consist of a forced-air furnace made of fieldstone, with casting floor and slag exits on the south and north elevations respectively. The furnace originally stood 28 feet high with an 8-foot bosh. Today, only 10 feet of the furnace remain. The Sapona Works were constructed in 1861 on the site of the Wilcox Iron Furnace and Forge

EXTRACTIVE INDUSTRIES

Chatham County (cont.)

which were operated during the Revolutionary War to manufacture cannon and shot for the North Carolina Council of Safety. The Wilcox Furnace was abandoned around 1780 and by 1811 lay in ruins. The Sapona Company operated during the 1860s. In the 1890s the North Carolina Iron and Steel Company redeveloped this area around Ore Hill as a supplier for its furnace in Greensboro. Mining ceased in 1904. [Ref: Hadley, Wade, ed., Chatham County, 1771-1971]

Gaston County

CHERRYVILLE FOUNDRY WORKS (1910)
North Mulberry, Cherryville

Lincolnton (1909)

The foundry is a small, two-story frame structure. Until 1975, a coke-fed Whiting #4 cupola furnace was in operation. The cupola remains at the site but has been replaced by a gas furnace. It is essentially a hand-operated foundry, from the preparation of patterns to the pouring of molten iron. Municipal castings and andirons are produced. The foundry was established in 1910 by Carl C. Dellinger. [Ref: Contact J. Odell Dellinger, Route 3, Box 318, Cherryville, N.C.]

Guilford County

PAMONA TERRA COTTA MANUFACTURING COMPANY (1889)
West Market Street, Greensboro

Greensboro
17.602100.3991280

There are about 30 round or "beehive" brick-making kilns in operation at this site, some of which were constructed in the late 19th century. Most are 40 feet in diameter and 20 feet high. They are fired by natural gas (wood, coal, and oil have been used in the past) and use the "periodic" method. Large pipe are fired in the round kilns and small pipe in more modern tunnel kilns. The round kilns are rapidly being replaced by the tunnel kilns. The company was established in 1886. It has developed a large mine at Gulf, N.C. as well as a modern plant which was built in 1953. [Ref: Pamona Pipe Products, 1961]

EXTRACTIVE INDUSTRIES

Guilford County (cont.)

NORTH STATE MINING COMPANY (1832)
SR 1153, Jamestown vicinity

High Point East
17.596660.3980040

The ruins of an engine mill house are located along Copper Branch near Jamestown. The mill house is built of dry-wall random ashlar granite construction. It is about 40 feet high and has a wide arch about 20 feet high with keystone that at one time bore the inscription "1832." The foundation of a second structure lies adjacent at the north end of the mill house. The remains of two earth dams lie to the west. The North State Company did not operate until the mid-19th century; however, there is evidence that the Guilford Gold Mining Company was chartered to operate in the Jamestown vicinity in 1831. [Ref: Greensboro Daily News, August 24, 1952]

Lee County

ROUND "BEEHIVE" KILN (1920)
SR 1415, Colon vicinity

Colon
17.666600.3933280

This round kiln is preserved at the Sanford Brick and Tile Company. It is the only remaining kiln of this type at this site where as many as 48 such kilns were in operation. It is 32 feet in diameter with one central flue leading to an underground tunnel. The company was founded by George Isenhour in 1888 in New London, Stanly County. After a short period of operation in East Spencer, Rowan County, the Isenhours moved to Sanford in 1919. [Ref: Employment Security Commission Quarterly (N.C.), Spring-Summer, 1947, 42-43]

EGYPT COAL MINE (1855)
SR 1400 & SR 1450, Cumnock

Colon
17.659760.3935920

The mine consists of a closed shaft, inclined plane and the remains of a crusher. It was first owned and operated by Peter Evans who supplied coal for Confederate blockade runners during the Civil War. After the war, the mine was inactive until 1888. Under the ownership of Samuel A. Henszey, the name was changed from Egypt to Cumnock. Indifferent financial returns and accidents from gas explosions caused the abandonment of the mine in 1929. [Ref: North Carolina and its Resources, 1896, North Carolina Geological Survey]

EXTRACTIVE INDUSTRIES

Lee County (cont.)

ENDOR IRON FURNACE (1862) Colon
NC 87 & Deep River, Cummock vicinity 17.663020.3936120

The furnace is built of reddish-gray rough cut stones. The structure is about 32 feet square at the base and rises to a height of about 35 feet. It tapers toward the top to allow for the bosh. On each side is a large round-arched opening faced by trapezoidal stones, with a keystone at the top. The principal years of operation were 1862-1864. It remained in operation for a short time following the Civil War. George Lobdell and J. M. Heck, proprietors of the Cape Fear Iron and Steel Company, operated the furnace. Diminishing deposits and poor access to transportation caused the failure of the company except in the local market. [Ref: Cappon, J. L., "Ironmaking: A Forgotten Industry in North Carolina," North Carolina Historical Review, October, 1932; NR]

Lincoln County

VESUVIUS IRON FURNACE (1786) Lowesville
SR 1382, Catawba Springs vicinity 17.492500.3927160

The remains of one of the oldest iron furnaces in the state is at this site along Anderson's Creek. The furnace is built of large stone blocks of random size. Only 20 feet of the furnace remain intact. At one time, the pyramidal structure stood 30 feet high and 6 feet across the bosh. It was built in 1786 by General Joseph Graham, and rebuilt in 1843. [Ref: Cappon, L. J., "Ironmaking: A Forgotten Industry in North Carolina," North Carolina Historical Review, October, 1932; NR]

REHOBETH IRON FURNACE (1814) Louisville
NC 73 & Leeper's Creek, Iron Station vicinity 17.489110.3925200

The remains of a cold-blast charcoal furnace can be found at this site. The furnace stands 34 feet high and measures 7 feet across the bosh. It is built of granite blocks, cut and stacked, with one main and one supplemental pouring floor. The furnace is grown over today and parts have fallen in but it is nonetheless impressive. It was put into operation in 1814 by Alexander Brevard. It operated intermittently until 1882 although there are indications that the furnace may have been fired as late as 1920. The Leeper's Creek area was the location of two furnaces and four forges before 1860 and remains of these works can be found. [Ref: Nitze, Herman, "Iron Ores of North Carolina," North Carolina Geological Survey, Bulletin 1, 1893, 87-94]

EXTRACTIVE INDUSTRIES

Montgomery County

COGGINS GOLD MINE (1913)
SR 1302, Eldorado

Albemarle
17.588850.3927200

There are 30 cast-iron stamps remaining of a 50-stamp amalgamating mill that processed the ore of this now abandoned gold mine. Each stamp weighs 300 pounds. They are arranged in batteries of ten stamps. They are set in large timber frames which stand 21 feet high and are 15 by 18 feet at the base. The mill had a capacity of 125 tons of ore per day. Ore passed through the stamps and free gold was caught on amalgamating plates. A cyanide process was also used to precipitate gold from the ores. The stamps are housed in a two-story frame building. Gold mining began here in 1882. The present mill house was built in 1913 by the Rich Cog Mining Company and 10 electrically powered stamps installed. Forty stamps were added in 1921 and by 1924 the mine was the largest producer of gold in the state. The mine was abandoned, however, within five years. The mill was designed and built by the Mecklenburg Iron Works of Charlotte, N.C. Ten stamps were moved to another mine some years ago and another battery of ten stamps were recently moved to the Reed Gold Mine state historic site. [Ref: "The Mineral Industry in North Carolina, 1918-1923," North Carolina Geological Survey, Economic Paper, No. 35]

Randolph County

MOUNT SHEPARD KILN SITE (c. 1775)
SR 1686, Tabernacle Township

Glenola
17.593820.3957460

Located at the base of Mount Shepard, the site is covered with fragments of pottery and the remains of one pottery kiln built of brick, stone and clay. The site is located in the heart of North Carolina's pottery-making region. It is probably the oldest discovered in the state and has received extensive archeological investigation since its discovery in 1969. The remains already uncovered indicate that pottery was produced here as early as 1775 and historical research has shown that an English potter may have worked here during that period. [Ref: Outlaw, Alain, "Mount Shepard Excavation Field Notes," ms., 1974]

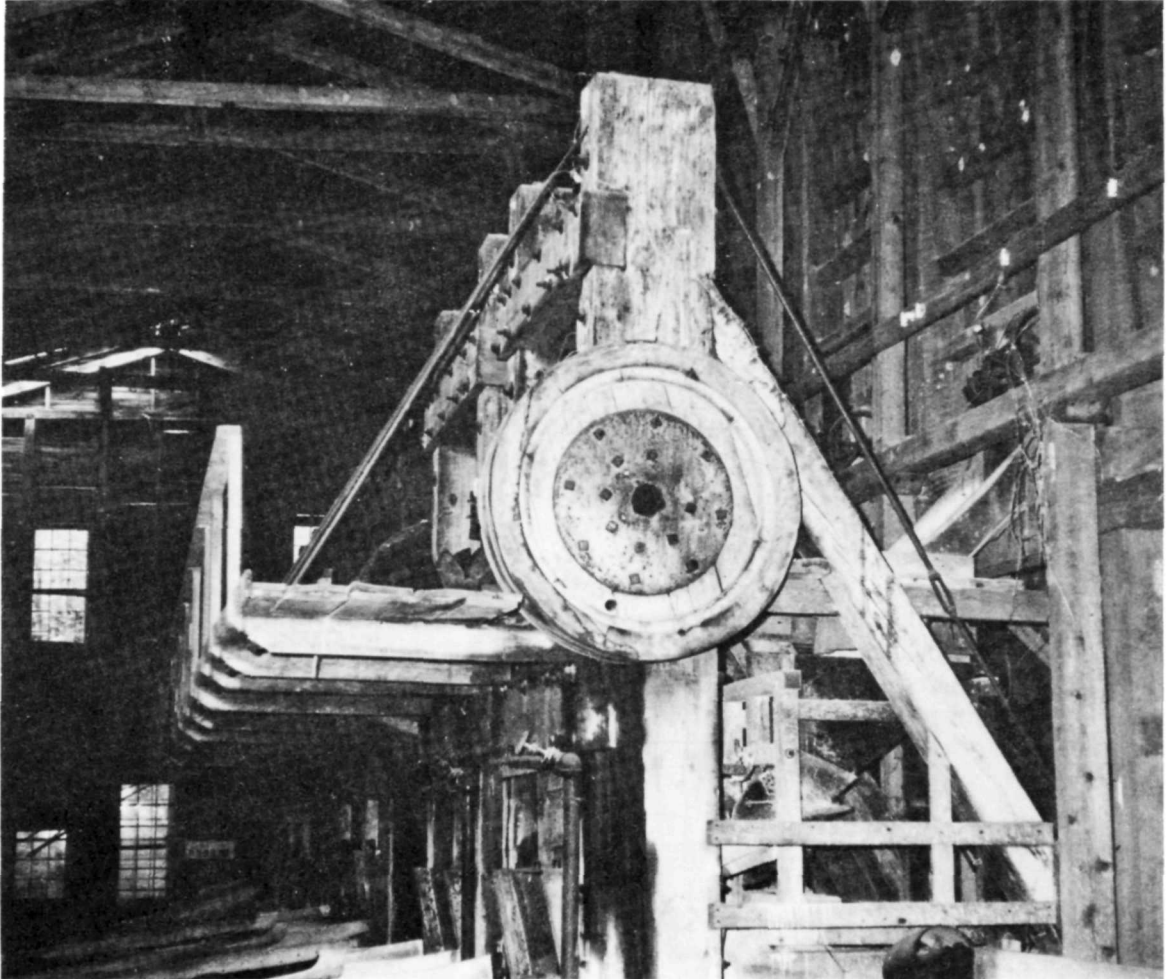
Rockingham County

TROUBLESOME CREEK IRONWORKS (c. 1770)
SR 2422, Simpsonville vicinity

Reidsville
17.613120.4018580

A variety of physical remains can be seen at this site including a rock

EXTRACTIVE INDUSTRIES



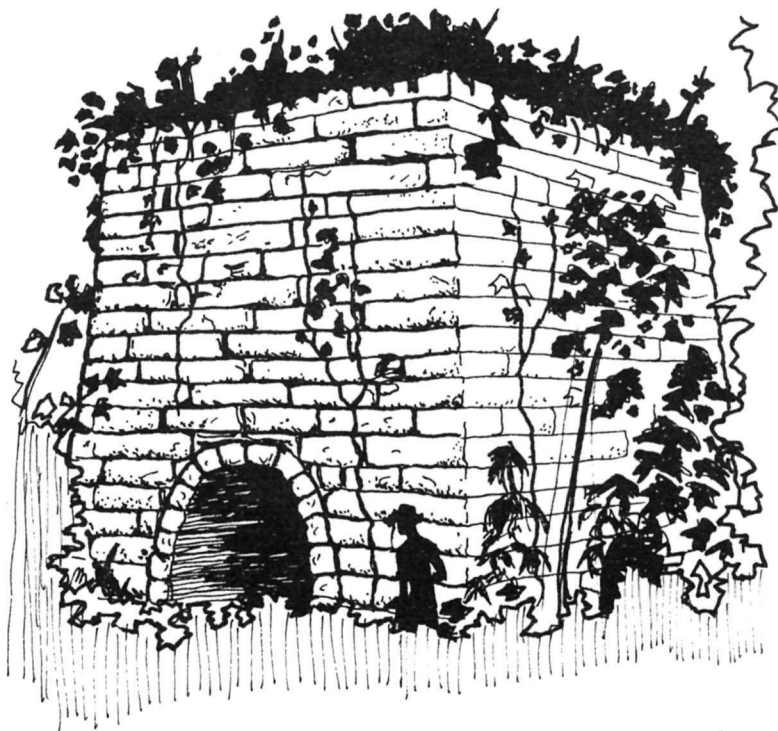
COGGINS GOLD MINE (1913)

MONTGOMERY CO.

Rockingham County (cont.)

dam, c. 1770; ruins of a grist mill, c. 1806; and Revolutionary War breastworks, c. 1781, erected by General Nathanael Greene. The iron-works were one of the few nonagricultural industries in colonial North Carolina. A forge was operating here as early as 1771 and during the American Revolution, a furnace was constructed. [Ref: Newsome, Albert, "Twelve North Carolina Counties in 1810-1811," North Carolina Historical Review, July, 1929; NR]

EXTRACTIVE INDUSTRIES



MORATOCK IRON FURNACE (1843)

STOKES CO.

Stokes County

MORATOCK IRON FURNACE (1843)
SR 1652, Danbury vicinity

Danbury
17.571700, 40.29280

The furnace is in the form of a trapezoidal cube, measuring 28 feet square at the base, 28 feet high, and 26 feet square at the top. It is built of rough-cut granite stones unmortared on the exterior. Arched, vaulted openings on three sides allow access to the bosh. The furnace was of the forced-blast variety. Power was supplied to the bellows from an overshot wheel. It was built in 1843 and was deeded to Stokes County in 1973 for use as a county park. [Ref: Cappon, L. J., "Ironmaking: A Forgotten Industry in North Carolina," North Carolina Historical Review, October, 1932; NR]

NOTES

BULK INDUSTRIES: COTTON MILLS



McADEN MILLS (1881)

McADENVILLE
GASTON CO.

NOTES

BULK INDUSTRIES: COTTON MILLS

Alamance County

ELMIRA COTTON MILL (1886)
North Park Avenue, Burlington

Burlington
17.639900.3996280

At one time, this two-story brick building was an excellent example of the restrained use of late Victorian Italianate style applied to industrial architecture. It has since been remodeled and painted white. Elmira Mill was built in 1886 by Walter and Edwin Holt, sons of Edwin Michael Holt, a major textile pioneer in North Carolina. It is now operated by Burlington Industries. [Ref: Whitaker, Walter, Centennial History of Alamance County, 1949]

ONEIDA COTTON MILL (1882)
West Harden Street, Graham

Burlington
17.643670.3992980

There are two mill buildings at this location. Mill #1, completed in 1882, is a two-story brick structure now used as a warehouse. Mill #2, built in 1887, is also two stories with pilasters and one turreted stair tower. The tower was retained at the request of local citizens as the mill was undergoing a series of renovations. It is all that remains of the Italianate style that once characterized this mill. The Oneida Mill was the first constructed in Graham, a town that had discouraged industry as undesirable for a county seat. Two local merchants built the factory in 1882. In 1887 L. Banks Holt, son of E. M. Holt, bought the mill. [Ref: Whitaker, Walter, Centennial History of Alamance County]

GRANITE COTTON MILL (1844)
US 70-A, Haw River

Burlington
17.646800.3995040

The Granite Mill is the oldest of several 19th century mill buildings in the village of Haw River. The oldest section of the mill, possibly dating to 1844, is a four-story brick structure laid in one-to-three common bond. The interior contains chamfered vertical timber supports, hand-planed beaded ceiling joists, and wide wooden floor boards. There are several additions to the original mill. This was a water-powered mill in the 19th century and the dam, located directly at the mill, is intact. Two steam-powered mills were built east of Granite Mill in the 1890s. One of these was designed by C. R. Makepeace of Rhode Island and featured a rare "zig-zag" wall construction, part of which can still be seen. Granite Mill was first operated by Benjamin Trollinger but soon came under the control of Thomas M. Holt (governor of North Carolina, 1891-1893) who built the other mills in Haw River. All three are operated by Cone Mills. [Ref: Hughes, Julian, "Development of the Textile Industry in Alamance County," 1965, 10-25]

BULK INDUSTRIES: COTTON MILLS

Alamance County (cont.)

OSSIPEE COTTON MILL (1882)
SR 1557, Ossipee

Ossipee
17.633780.4004020

The mill is located on Reedy Fork about 1-1/2 miles above the junction of this stream with the Haw River. It is a two-story brick structure with pilasters, exposed rafters, and a low gable roof. A three-story stair tower with large arched windows (now brick-in) stands on the south side of the building. When it was built in 1882 by James N. Williamson, Ossipee was considered an innovator in factory services in the state. From 1931 to 1970 it was operated by Burlington Industries. [Ref: Hughes, Julian, "Development of the Textile Industry in Alamance County," 1965, 102-108]

Bladen County

BLADENBORO COTTON MILL (1912)
NC 211, Bladenboro

Bladenboro
17.701450.3824400

There are three one-story mill buildings, a cotton warehouse, and a boiler and engine room at Bladenboro, one of the few mill towns in southeastern North Carolina. The oldest building was built in 1912. Henry and Robert Bridger were the founders of the mill and the company is still owned and operated by the Bridger family. [Ref: Contact Charles Hasbrouck, Bladenboro, North Carolina]

Buncombe County

ASHEVILLE COTTON MILLS (1887)
Riverside Drive, Asheville

Asheville
17.357700.3899380

The Asheville Mill, now used as a warehouse, is a two-story brick building with a clerestory and brick pilasters. It was built in 1887 by C. E. Graham and operated as the Graham Manufacturing Company for five years when it was reorganized by Moses and Ceasar Cone. The Cone brothers changed the name to the Asheville Cotton Mill and began their first textile operation in North Carolina. This was the start of the large-scale corporation now known as Cone Mills, Inc. [Ref: Cone Export & Commission Co., Half-Century Book, 1941, 2, 19]

BULK INDUSTRIES: COTTON MILLS

Cabarrus County

CANNON MANUFACTURING COMPANY (1887)
Franklin Street, Concord

Concord
17.537000.3917920

There are three mill buildings at this site as well as a bleachery, a boiler room, engine room, and a three-story brick weave shed. All buildings were constructed between 1887 and 1900. These mills are in operation today as Plant #2 of Cannon Mills, Inc., and represent the first of the extensive series of mills owned and operated by James W. Cannon and his family. A leader in the revival of the textile industry of the South, Cannon made several innovations in manufacturing and marketing techniques. [Ref: Moore, J. L. and Wingate, T. H., Cabarrus Reborn, 1940]

COLEMAN MANUFACTURING COMPANY (1896-1900)
Albemarle Street, Concord

Concord
17.536200.3916120

This mill is built in two three-story sections. The oldest section, built between 1896 and 1900, measures 80 feet by 120 feet. There is a boiler room and smokestack. This section was built by Warren G. Coleman, a black merchant in Concord. It was the first enterprise of its kind in the South--a mill capitalized, owned, and operated by blacks. After some difficult early years, the mill gained financial stability until Coleman's death in 1904. It was later bought and expanded by James W. Cannon and now operates as Plant #9 of Cannon Mills, Inc. [Ref: Rouse, J. K., The Noble Experiment of Warren G. Coleman, 1973]

ODELL MANUFACTURING COMPANY (1880)
Buffalo Street, Concord

Concord
17.537220.3919320

The east end of this mill is a three-story brick building with a four-story tower. A long one and two-story building is attached and extends west. The history of the site itself dates to 1840 when the Concord Cotton Manufacturing Company began operating a steam-powered mill here, the first in Concord. J. M. Odell bought this property in 1880 and built an additional factory, now the east end of the mill. A fire in 1908 destroyed most of the complex including the 1840 "old mill." The west end of the mill was built in that year and the plant operated as Locke Cotton Mill. It is owned today by Randolph Mills. [Ref: Moore, J. L., and Wingate, T. H., Cabarrus Reborn, 1940]

BULK INDUSTRIES: COTTON MILLS

Cabarrus County (cont.)

CANNON MILLS, PLANT #1 (1908-1920)
US 29A, Kannapolis

Enochville
17.534020.3928340

This plant consists of six mill buildings constructed before 1920 and several additional structures of recent vintage. Mill #1 was built in 1908 by the Cannon Manufacturing Company and Mill #3 in the same year by the Patterson Manufacturing Company. All buildings are one and two-story brick structures in generally good condition. They were designed to run by electricity. James W. Cannon built these factories on 600 acres formerly used as farm land. Cannon Mills has become the largest manufacturer of towels in the world. Kannapolis is the company owned and operated town that grew up around the mills, an excellent example of an industrial community. [Ref: Moore, J. L. and Wingate, T. H., Cabarrus Reborn, 1941]

Chatham County

J. M. ODELL MANUFACTURING COMPANY (1916)
SR 1713, Bynum

Bynum
17.667880.3960000

This two-story brick mill building stands along the Haw River. In 1872 local merchants established the Bynum Manufacturing Company and built a three-story frame mill with 1600 spindles. The company also operated a cotton-gin, corn mill, and flour mill. J. M. Odell of Concord purchased the mill around 1890. The mill operated by water power until 1928. The frame mill was destroyed by fire in 1916 and replaced with the present structure. [Ref: Hadley, Wade, ed., Chatham County, 1771-1971, 373-377]

Cleveland County

DOUBLE SHOALS COTTON MILL (c. 1880)
SR 1856, Double Shoals

Shelby
17.450350.3915300

This is a one-story mill building with a low gable roof and a two-story tower. A brick company store and several frame dwellings, some of Victorian style, form a small village along this water power site at the Broad River. The mill, now vacant, was first operated as the Morgan Falls Manufacturing Company around 1880, E. A. Morgan, president and treasurer. [Ref: Griffin, R.W., "Reconstruction of the North Carolina Textile Industry," North Carolina Historical Review, Winter, 1964, 51]

BULK INDUSTRIES: COTTON MILLS

Davidson County

WENNONAH COTTON MILLS (1886)
South Salisbury Street, Lexington

Lexington West
17.566700.3963520

The original mill is a one-story brick building with a stair tower and warehouse. There are many alterations and additions at this site, the oldest operating mill in the county. William E. Holt, son of Edwin M. Holt of Alamance County, purchased this property in 1886, ordered machinery from Thomas Wood & Company of Philadelphia, and began producing "Alamance Plaids." [Ref: Sink, M. J. and Matthews, M. G., A History of Davidson County, 1972]

Davie County

COOLEEMEE COTTON MILL (1900)
NC 801, Cooleemee

Cooleemee
17.539900.3962440

Cooleemee Mill is a large three-story brick building along the South Yadkin River. The dam and mill race, built by the Cooleemee Power Company in 1899, are intact as well as the turbine water wheel in the engine house. The dam is 18 feet high and 477 feet across, built from rock quarried at the site. The mill was built in 1900 by B. Frank and George Mebane. Erwin Mills of Durham purchased the mill in 1901 and expanded the mill and village. Burlington Industries operated the plant for some time in the 1960s but most of the plant was closed in 1969. [Ref: Wall, James, History of Davie County, 1969, 275-285]

Durham County

ERWIN MILLS (1892)
West Main Street, Durham

Durham North
17.687150.398660

Erwin Mills consists of three factories at this site. The oldest, Mill #1, was built in 1892, a two-story brick building, 75 feet by 350 feet. It has a low gable roof and segmental-arched windows with connecting surrounds which form a string course around the building. The mill office, also built in 1892, is an attractive, well-preserved, Queen Anne style building. A warehouse with a skylight is attached at the rear of the office. The company was formed by Benjamin Duke and William A. Erwin in 1892. Erwin Cotton Mills eventually embraced nine plants before it became part of Burlington Industries in 1962. [Ref: Boyd, William K., The Story of Durham, 1925, 112-123]

BULK INDUSTRIES: COTTON MILLS

Forsyth County

ARISTA COTTON MILL (1880)
Brookstown Road, Winston-Salem

Winston-Salem East
17.567860.3993960

There is a complex of industrial buildings at this site. Arista Mill is a three-story brick building. At the front of the mill is a two-story stair tower with a pyramidal roof and iron cresting. Attached to the mill is a four-story brick building that once served as the Wachovia Flour Mills. West of this factory is a small two-story warehouse with a gable roof, the foundations of an ice plant and power house, and a two-story brick building, formerly a transformer station for the Fries Power and Manufacturing Company. Arista Cotton Mill was built in 1880 by F. & H. Fries & Company of Salem. Francis and Henry Fries were pioneer textile manufacturers, having operated a woolen mill in Salem as early as 1840. [Ref: Fries, Adelaide, "One Hundred Years of Textiles in Old Salem," North Carolina Historical Review, January, 1959]



ARISTA COTTON MILL (1880)

WINSTON-SALEM
FORSYTH CO

BULK INDUSTRIES: COTTON MILLS

Gaston County

CHRONICLE MILLS (1901)
Catawba Street, Belmont

Clover
17.496900.3899800

This is a two-story brick structure with a full basement and a square tower that extends another two floors. The front of the factory has been completely remodeled. Chronicle Mills were the first built in Belmont and the first built by Robert Lee Stowe. In 1901 a visit by Willis Carrier of Buffalo, N.Y., resulted in the installation of a newly invented humidification system. The system worked imperfectly at first but was improved and led to the development of industrial air-conditioning. [Ref: Blythe, L., Robert Lee Stowe, 1965, 131-132]

CRAMERTON MILLS (1906)
South Main Street, Cramerton

Clover
17.493250.3898850

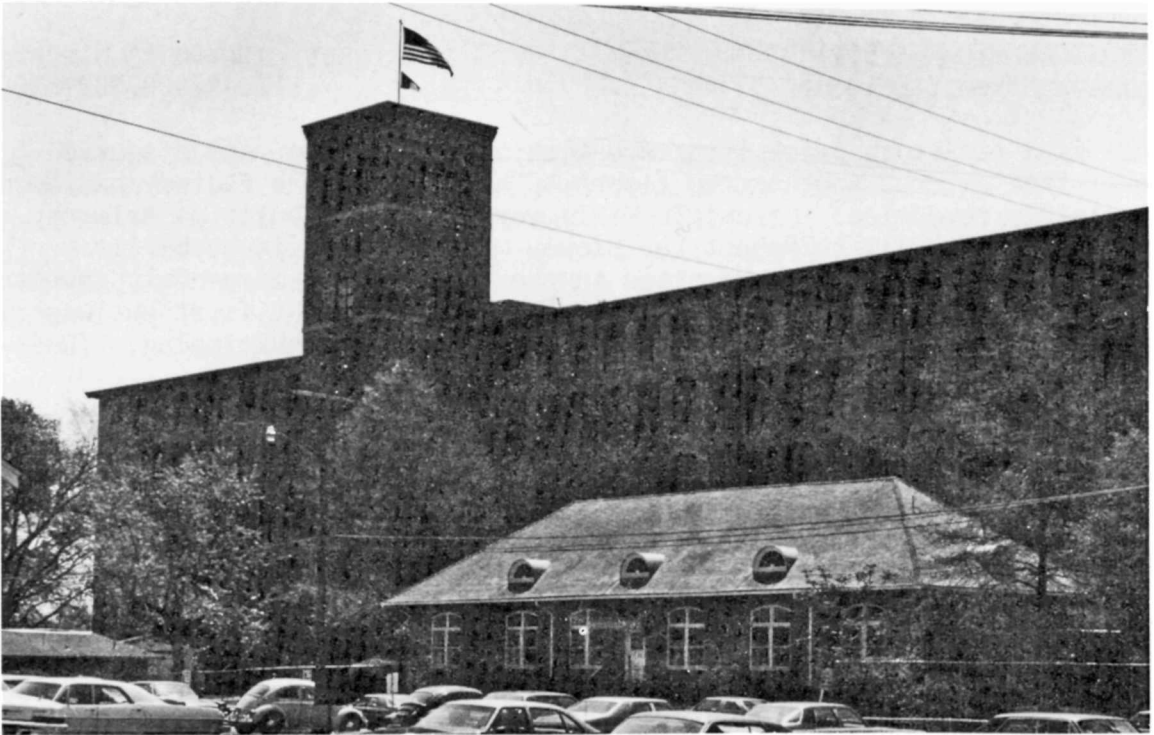
There are two mill buildings, the Mayflower and Mays mill, in this small village, an excellent example of early 20th century industrial planning. There are no intrusions in the village, and little new construction has taken place since World War II. The mills and the village were designed and managed by Stuart W. Cramer. Cramer was a major designer of mills throughout the South and an agent for the Whitin Machine Works. Burlington Industries now operates the mills, and the housing in Cramerton is now privately owned. [Ref: "Cramerton, N.C.: A Typical Model Modern Mill Village," Architecture, August, 1924]

LORAY COTTON MILL (1900)
Firestone Boulevard, Gastonia

Gastonia North
17.481760.3901640

When this mill was built in 1900, it more than doubled the total number of spindles and looms in Gaston County, already a textile center in the state. The oldest section is a five-story brick building, 500 feet by 130 feet. It was originally steam powered, run by a 2000-horsepower Cross Compound engine, but it converted to electricity in 1908. An addition, six stories and 100 feet by 140 feet, was constructed in the 1920s. Loray Mill is perhaps most significant as the focal point of a bitter strike in 1929 which attracted national attention and has been called by W. J. Cash "the Lexington of industrial history of the United States." It is operated today by the Firestone Company. [Ref: Separk, Joseph, A History of Gaston County, 167]

BULK INDUSTRIES: COTTON MILLS



LORAY COTTON MILL (1900)

GASTONIA
GASTON CO

Gaston County (cont.)

OZARK COTTON MILL (1899)
East Ozark Avenue, Gastonia

Gastonia North
17.485160.3902760

The original section of this mill is a two-story brick building which measures 75 feet by 300 feet. It has two towers, one three-story and one five-story, both with corbeled cornices. A two-story annex was built in 1913. Ozark Mill Company was chartered in 1899 by George A. Gray and Rufus P. Rankin. [Ref: Ragan, Robert, "Textile Pioneers of Gaston County," 1973, manuscript on file at Division of Archives and History, Raleigh, N.C.]

BULK INDUSTRIES: COTTON MILLS

Gaston County (cont.)

TRENTON COTTON MILL (1893)
North Trenton Street, Gastonia

Gastonia North
17.482450.390211

The original Trenton Mill is a one-story brick building measuring 240 feet by 50 feet, with two warp rooms and a boiler room attached. Mill #2, built in 1900, is a two-story building connected to the old mill by a spinning room. Until 1973 the Trenton Mill was the oldest operating mill in Gastonia. It was incorporated in 1893 as the Winsor Mills but the name was changed to Trenton that same year. Chief officers were George W. Ragan, George A. Gray, and R. A. Caldwell. [Ref: Ragan, Robert A., "Textile Pioneers of Gaston County," 1973]

HIGH SHOALS COTTON MILL (1893)
US 321, High Shoals

Lincolnton East
17.481560.3916920

This mill was built as a three-story brick structure, running 10,000 spindles and 500 looms. In 1924 a four-story reinforced concrete addition was constructed. Before the cotton mill was built, an iron works and gold mine had been in operation at High Shoals. In 1893 Daniel A. Tompkins, a major force in the development of the textile industry in the South, incorporated the High Shoals Company, constructed a dam and mill race, and built the first major weave mill in the county. [Ref: Daniel Tompkins Papers, Duke University, Durham and Southern Historical Collection, Chapel Hill]

McADEN MILLS (1881)
Main Street, McAdenville

Mount Holly
17.493060.3901580

There are three historic industrial buildings at McAdenville. They were built in 1881, 1885, and 1907. All are one-story brick structures. Mill #2 is most distinctive with three facade towers: two circular end towers, one and one-half stories, with conical roofs, and a four-story central tower with a pyramidal roof. The mill was originally water powered drawing upon the South Fork River. McAden Mills were among the first to be lighted by electricity, and the Edison 31 generator, installed in the 1880s, is stored at this site although retired from service. The mill began operations in 1881 under the ownership of Rufus Y. McAden. [Ref: Ragan, Robert A., "Textile Pioneers of Gaston County," 1973]

BULK INDUSTRIES: COTTON MILLS

Gaston County (cont.)

MOUNT HOLLY COTTON MILL (1874)
Alsace Street, Mount Holly

Mount Holly
17.498600.3906240

One of the oldest mills in the county, this building now serves as a pilot plant for research and experiments for American & Effird Mills, Inc. It is a three-story structure, measuring 150 feet by 50 feet, with a machine shop attached. It was run by water power in its early years. The mill was built in 1874 by Daniel E. Rhyne. [Ref: Ragan, Robert A., "Textile Pioneers of Gaston County," 1973]

Guilford County

PROXIMITY MANUFACTURING COMPANY (1896)
Fourth Street, Greensboro

Greensboro
17.609900.3994420

The Proximity mill is a two-and-a-half story brick building with exposed rafters and a four-story stair tower with a mansard roof. There are additional mill buildings at the site including a two-story structure with stair towers with pyramidal roofs. This plant was constructed in 1896 by Moses and Ceasar Cone, cotton merchants from Baltimore. So named because of its location near raw materials, Proximity mill was the first of three Cone mills in Greensboro. Revolution and White Oak are the others. [Ref: Cone Export & Commission Company, Half-Century Book (1891-1941), 1941]

OAKDALE COTTON MILL (1889)
SR 1309, Jamestown vicinity

High Point East
17.496620.3982040

The present structure was built in 1889 and stands on the site of an industrial complex that dates back to the 1850s. The mill is two stories with a four-story tower accented by corbeled brickwork and a square cupola which holds a bell. There is also a warehouse divided into four parts by firewalls, a blacksmith's shop, a company store, and 33 frame dwellings for workers. The mill is located along the Deep River and utilized water power well into the 20th century. An S. Morgan Smith turbine waterwheel is at the site but not visible. Textile manufacturing began here in 1865 in a three-story frame building that had been a grist mill before 1862 and a gun factory for the Mendenhall, Jones, and Gardner Company during the Civil War. [Ref: High Point Enterprises, January 20, 1935]

BULK INDUSTRIES: COTTON MILLS

Lincoln County

LABORATORY COTTON MILL (1887)
SR 1252, Laboratory

Lincolnton (1909)

The present mill is a one-story brick building with a low gable roof, a clerestory, and a louvered cupola. There is a two-story stair tower with a hipped roof and gabled dormer windows. Attached is a two-story building built along the South Fork River. There are two dwellings of former owners overlooking the mill, one built c. 1850 and the other c. 1887. A cotton mill built by Michael Schenck and John Hoke operated here as early as 1820. It was destroyed in 1863. During the Civil War, a small brick building, recently destroyed, was used to distill opiates from poppies. The present mill was built in 1887 by Daniel E. Rhyne and J. A. Abernathy. [Ref: Sherrill, William, Annals of Lincoln County, 1937, 442-443]



COLUMBIA MFG CO. (1850)

RAMSEUR
RANDOLPH CO

BULK INDUSTRIES: COTTON MILLS

Mecklenburg County

ALPHA COTTON MILL (c. 1890)
East 12th Street, Charlotte

Charlotte East
17.515400.3898420

This is a two-story mill building with a low gable roof and a three-story crenelated stair tower. Alpha Mill was built around 1890. By 1905 it had become Mill #3 of the Chadwick-Hoskins chain of mills. This company was at one point (1925) the largest textile firm in Charlotte. [Ref: Thompson, Edgar, History of Charlotte and Mecklenburg County, 1926]

HIGHLAND PARK MANUFACTURING COMPANY #3 (1904)
2901 North Davidson Street, Charlotte

Charlotte East
17.517080.3900100

This is a one-story brick mill with a distinctive Romanesque tower. South of the mill are an office, a cotton warehouse, and a sub-station (brick with a gable roof). The Highland Park company was founded in 1891. Mill #3 was built in 1904. It was designed by Stuart W. Cramer, a leading mill engineer. The sub-station, also designed by Cramer, is one of the earliest operated by Southern Power Company, now Duke Power. [Ref: Cramer included the complete plans for the mill and sub-station in Volume III of Useful Information for Manufacturers, 1904]

Nash County

ROCKY MOUNT MILLS (1870)
NC 43-48, Rocky Mount

Rocky Mount (1902)

This is the site of the second cotton mill to operate in the state and is the oldest mill in continuous operation. The original mill, a four-story stone structure, was destroyed in the Civil War. A second mill was burned in 1869. The present mill consists of three two-story buildings constructed between 1870 and 1890. From the Tar River side of the mill, the stone foundations of the original building can be seen as well as the dam and mill race. A handsome Greek Revival building, built as a residence in 1835, now serves as an office. Rocky Mount Mills was established in 1818 by Joel Battle, Peter Evans and Henry Donaldson. The Battle family has remained active in the company throughout its existence. [Ref: Battle, Kemp P., The Battle Book, 177-182]

BULK INDUSTRIES: COTTON MILLS

Orange County

ALBERTA COTTON MILL (1898)
Weaver Street, Carrboro

Chapel Hill
17.674050.3975640

Now vacant, this mill was part of a small but active industrial and commercial complex now called Carrboro. This mill is a two-story brick building with a low gable roof, exposed rafters, and segmental-arched windows with brick labels. East of the mill is a railroad depot (c. 1913) and a two-story brick warehouse (c. 1916) that once served as a grist mill. The mill was organized by Thomas F. Lloyd in 1898. In 1909 it became Mill #4 of Julian Carr's Durham Hosiery Mill Company. In addition to textile production, Carrboro was a port of entry to the nearby university at Chapel Hill and a leading market for railroad cross-ties. [Ref: Lefler, H. and Wager, P., Orange County, 1952]

Randolph County

CEDAR FALLS MANUFACTURING COMPANY (1846)
SR 2144, Cedar Falls

Cedar Falls was the first textile mill built along the Deep River and the first in Randolph County, one of the leading manufacturing centers of North Carolina during the 19th century. The mill was built in 1837 but rebuilt in 1846. A small section of this factory, a three-story building of brick laid in one-to-three common bond, still remains. Portions of the mill race still exist as well as the turbine water wheel, no longer in use. A 19th century brick warehouse and a Greek Revival company store are also at the site. Further west is a late 19th century mill, the Sapona Manufacturing Company. Both mills are still in operation. Benjamin Elliott, Philip Horney, and other local merchants were the founders of Cedar Falls. [Ref: Greensboro Record, July 28, 1960]

FRANKLINVILLE MANUFACTURING COMPANY (1851)
NC 22, Franklinville

Ramseur
17.617620.3956020

This is a three-story brick building with a corbeled course decoration. The mill consists of two sections, one built in 1851, the other in 1899. Both have flat roofs and feature star end tie rods. There have been several additions. Further south along the Deep River in Franklinville is a second mill of antebellum origin but with no physical remains from that period. These mills were operated for many years by Hugh Parks, Sr. [Ref: Randolph Mills, Inc., "Data of the Franklinville Manufacturing Company," on file at Division of Archives and History, Raleigh, N.C.]

BULK INDUSTRIES: COTTON MILLS

Randolph County (cont.)

COLUMBIA MANUFACTURING COMPANY (1850)
Main Street, Ramseur

Ramseur
17.621500.3954980

The oldest section of this mill is a three-story building of brick laid in one-to-three common bond. It has a gable roof with a cupola. Attached is a two-story brick mill with a three-story tower. There are also a warehouse, an office, a power house, and wheel house. In 1850 a factory known as Deep River Mills was organized at this site, the fifth factory built along Deep River. The two-story addition was built in 1879 when the mill came under the direction of George Makepeace and Dennis Curtis. A small part of this mill is used by a furniture manufacturing enterprise. [Ref: Randolph Guide (Asheboro), July 21, 1961]

RANDLEMAN MANUFACTURING COMPANY (1885)
High Point Street, Randleman

Randleman
17.607960.3964920

The Randleman Factory is a three-story brick mill most of which was built in 1885. There are signs, however, that portions of the building date from an earlier structure which had been in operation here since 1848. West of this mill across a central square is a three-story brick building with a gable roof. A mill race runs under the first structure through the square to the second mill. There are remains of three power systems that operated during the history of this site. Textile manufacturing began here in 1848 when the Union Factory was built. John Randleman and John Ferree acquired control in 1868. The mill burned in 1885 but was rebuilt the same year. The buildings are now used as an outlet for a shoe manufacturing company. [Ref: Blair, J. A., Reminiscences of Randolph County, 1890]

Richmond County

RICHMOND MANUFACTURING COMPANY (1870)
Broad Avenue, Rockingham

Rockingham (1956)

The Great Falls Mill, recently reduced to ruins by fire, was one of North Carolina's most picturesque examples of industrial architecture. The site consisted of two brick buildings constructed in the Romanesque Revival style featuring arched windows, arcaded corbeled cornices, and gable roofs. A textile mill was in operation at this site along Fishing Creek as early as 1837. Walter F. Leak was the founder. The mill was destroyed by Union troops in the Civil War, and a new company began

BULK INDUSTRIES: COTTON MILLS

Richmond County (cont.)

operating in 1870, the first of seven mills built around Rockingham in the last quarter of the 19th century. [Ref: Griffin, Robert and Standard, Diffie, "Cotton Industry in Antebellum North Carolina," North Carolina Historical Review, January, 1957]

Rockingham County

SPRAY INDUSTRIAL COMPLEX (1839-1903)
Canal Street, Eden

Spray
17.611120.4040500

One of the most important 19th century industrial sites in North Carolina, the Spray textile complex includes eight mills, the remains of a power canal, and a handsome mercantile building. The oldest site is that of the Leaksville Cotton and Woolen Mills which consist of several brick buildings constructed between 1840 and 1895. A two-story building with a gable roof, now used for dye processing, served as the weave house when the cotton mill was in operation. Another impressive mill at the site is the Nantucket Cotton Mill, a three-story brick mill with a five-story tower. The remains of a power canal can be seen running through this industrial district. The canal was 16 feet wide, 4-1/2 feet deep, and 4,200 feet long, giving a head of 30 feet and capable of developing 600 horsepower. Only the remains of the masonry bulkhead and dam can be seen today. At its peak the canal provided power for four textile mills and other smaller industries. The complex, which is located 1-1/2 miles above the confluence of the Smith and Dan Rivers, was first developed by John M. Morehead in 1839. Morehead served as governor of North Carolina from 1841-1845 and was a major promoter of industry during the antebellum period. Late in the 19th century, other mills were built around the water power at Spray (now called Eden). These included the Spray Cotton Mills (1896), the Nantucket Mill (1898), and the Lily Mill (1900). Steam powered factories were also built at this site under the ownership of B. Frank Mebane and the Spray Water Power and Land Company, including American Warehouse (1899), Spray Woolen Mill (1902), Morehead Mills (1902), and the Rhode Island Mill (1903). In 1912 most of these mills came under the control of the Marshall Field Company of Chicago. The site is also notable for experiments conducted along the canal in 1892 by Thomas L. Willson and J. Turner Morehead which led to the discovery of calcium carbide and acetylene gas and ultimately to the formation of the Union Carbide Corporation. [Ref: Butler, Lindley, Our Proud Heritage, 1971; Holmes, J. A., "Waterpowers of North Carolina," North Carolina Geological Survey, Bulletin 8, 1899]

BULK INDUSTRIES: COTTON MILLS

Rutherford County

CLIFFSIDE MILLS (1900)
NC 221A, Cliffside

Cowpens
17.430150.3899450

This mill is a four-story brick structure. It has segmental-arched windows with brick labels and a six-story tower with a pyramidal roof. It was originally water powered, built along the Second Broad River near the border with South Carolina. The mill race, dam, and wheel house remain. The town of Cliffside itself has several buildings typical of small mill communities in the state, including the company store and public building. The site was developed in 1900 by R. Rutherford Haynes who operated several mills in this county. Cone Mills, Inc., now operates this mill. [Ref: Griffin, Clarence, History of Rutherford County, 1937]

Wake County

RALEIGH COTTON MILL (1890)
Downtown Boulevard, Raleigh

Raleigh West
17.713120.3962940

The first major industrial structure built in the state capital, the mill is a three-story brick building with a low gable roof and a bracketed cornice. The interior is characterized by fluted wooden columns. There is an addition to the main mill at the north end which was built in 1895. The movement to build a cotton mill in Raleigh began as early as 1878. Interest in the project accelerated during the following decade due to the promotion of Josephus Daniels, a prominent editor. The Raleigh Cotton Mills Company was finally organized in 1889 and production began in 1890, thus giving some diversity to a city better known for its political history than its industrial prominence. This building is now used as a warehouse. [Ref: Lemmon, S. J., "Raleigh: A City of the New South?", North Carolina Historical Review, volume 43]

Wilson County

WILSON COTTON MILL (1883)
South Street, Wilson

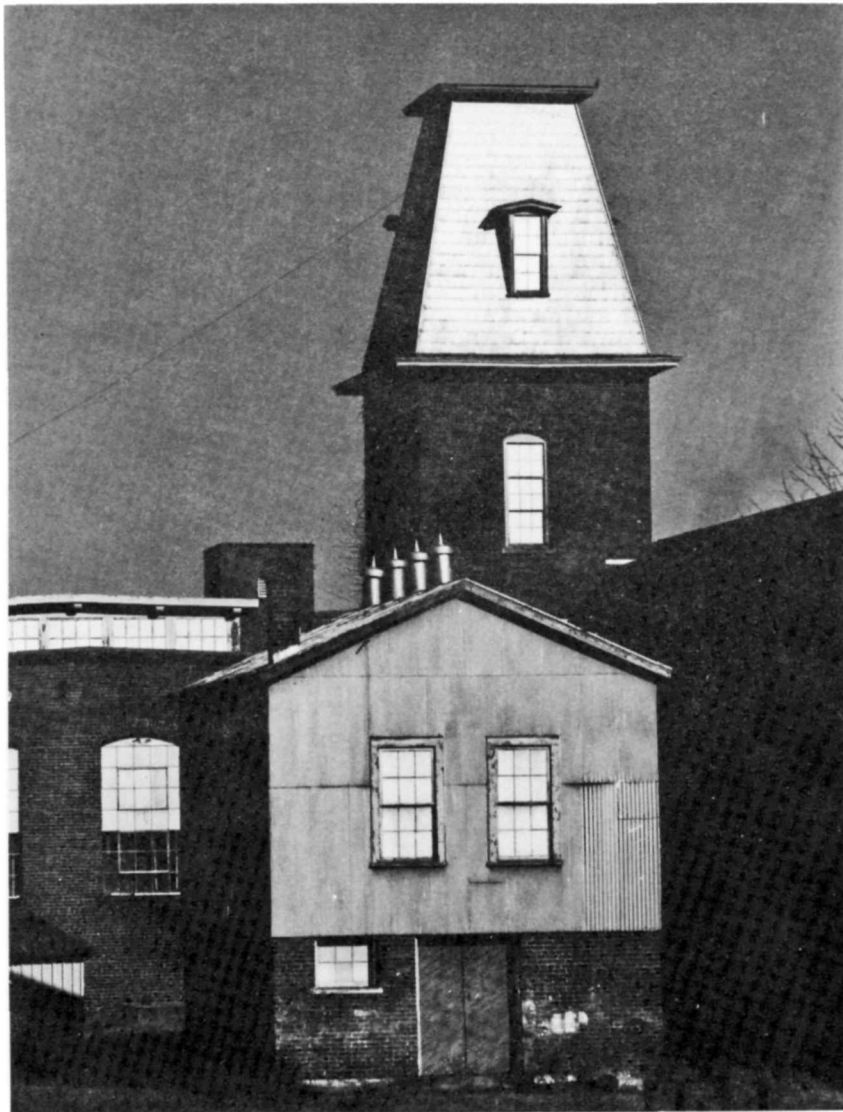
Wilson (1904)

This mill was one of the few cotton factories built in eastern North Carolina. It is a two-story building with a gable roof and a three-story tower with a pyramidal roof. There is a one-story power plant attached with large arched windows. The mill was built in 1883 with Alpheus Branch as president. It closed in 1945. Although Wilson is known chiefly for

BULK INDUSTRIES: COTTON MILLS

Wilson County (cont.)

its large tobacco market, the Wilson Cotton Mill was among the earliest industries to operate in the town and remains a distinctive landmark of Victorian industrial architecture. [Ref: Johnston, Hugh, "Looking Backward," Wilson Daily Times, notes on file at Survey and Planning Branch, Division of Archives and History, Raleigh, N.C.]



PROXIMITY MFG CO. (1896)

GREENSBORO
GUILFORD CO.

NOTES

BULK INDUSTRIES: TOBACCO



SMITH WAREHOUSE (1906)

DURHAM
DURHAM CO.

NOTES

BULK INDUSTRIES: TOBACCO

Caswell County

ALLEN'S PLUG TOBACCO FACTORY (c. 1890)
Bridge-Warehouse Street, Milton

Milton
17.660820.4045120

Claude Allen's Factory is all that remains of Milton's tobacco industry. It is a late 19th century vernacular Victorian one-story frame structure now used as a barn. The interior is a large, unpartitioned space with a work table, plug molds, and packing crates (stamped with plug labels) scattered about. The factory office, a miniature version of the factory, stands in the side yard. The factory is part of Milton's Historic District. The town once flourished as a commercial and industrial center along the border with Virginia. As many as five tobacco factories operated here before 1860 but the town declined in the late 19th century when it was bypassed by the railroad. [Ref: Tilley, Nannie Mae, The Bright Tobacco Industry, 1948; NR]

Durham County

W. T. BLACKWELL & COMPANY (1875)
Pettigrew Street, Durham

Durham South
17.688900.3985100

This is the "Bull Durham Factory," the first successful major tobacco manufacturing plant in the state and a landmark to the tobacco industry in Durham. Though the exterior of this four-story structure has been significantly altered, the interior courtyard still reflects details typical of Victorian Italianate industrial architecture: crosseted window surrounds, quoined corners, and ornate bracketed eaves. The factory, completed in 1875, was a pioneer in manufacturing techniques, and the company was a pace-setter in the marketing of its product. Through the advertising campaign of Julian S. Carr and artist Jule Korner, the Durham Bull became a world-famous symbol which ornamented not only the facade of the Blackwell factory but was painted on signs throughout the United States and at one time on the pyramids of Egypt. Blackwell's factory was bought by the American Tobacco Company in 1899. [Ref: Tilley, Nannie Mae, The Bright-Tobacco Industry, 1948; NR]

DUKE HOMESTEAD AND TOBACCO FACTORY (1870)
SR 1325, Durham

Durham North
17.687160.3989180

The Duke Homestead, located just north of the city of Durham, is a state historic site commemorating the original home of the Duke family and the development of tobacco manufacturing in North Carolina. The site consists

BULK INDUSTRIES: TOBACCO

Durham County (cont.)

of several frame buildings including the Duke home and Washington Duke's third tobacco "factory," a large two-story unpainted clapboard structure in front of the house. Following the Civil War, Duke and his sons, James and Benjamin, first developed a smoking tobacco, "Pro Bono Publico," in a simple hand-operated enterprise. Not until the family moved to Durham was machinery of any kind used. [Ref: Tilley, Nannie Mae, The Bright-Tobacco Industry, 1948; NHL]

W. DUKE, SONS & COMPANY (1884)
West Peabody Street, Durham

Durham South
17.688600.3985500

This is the cigarette factory built by the Duke brothers in 1884. Designed and built by William Linthicum, the factory was described in an early handbook as "an immense brick stricture, covering three sides of a block, with additional engine, boiler, dynamo and machine houses. It is a four-story and basement with a floor area of 185,700 square feet (over four acres) with every modern convenience that could be adopted to a factory . . ." Today the Duke factory is used as a warehouse for Liggett & Myers Tobacco Company and it has been reduced to two stories. However, it retains a distinctive appearance with segmental-arched windows with Tudor brick labels and quoined corners of brick and concrete. Washington Duke and his sons moved to Durham in the 1870s and manufactured tobacco in small rented factories. The introduction of the Bonsack cigarette machine in 1884 and its improvement by William T. O'Brien of the Duke Company led to the expansion of the company and eventually to the formation of the American Tobacco Company in 1890. Under the leadership of James B. Duke, American Tobacco absorbed nearly every major tobacco company until its court-ordered dissolution in 1911. [Ref: Winkler, John, Tobacco Tycoon--The Story of James B. Duke, 1942]

SMITH WAREHOUSE (1906)
Maxwell Street, Durham

Durham North
17.688950.3985950

This is a two-story brick structure with corbeled cornice and stepped parapets. It consists of ten connected warehouses and measures 850 feet by 100 feet. Liggett & Myers Tobacco Company built this warehouse in 1906. The company was established shortly after the Civil War in St. Louis, Missouri, and prospered under the ownership of Thomas F. Ryan. [Ref: Tilley, Nannie Mae, The Bright-Tobacco Industry, 1948]

BULK INDUSTRIES: TOBACCO



W.T. BLACKWELL & CO. (1875)

DURHAM
DURHAM CO

Forsyth County

KERNER & GREENFIELD TOBACCO FACTORY (1884)
402 South Main Street, Kernersville

Kernersville
17.582860.3996960

This is a three-story brick building, measuring 40 feet by 80 feet, with segmental-arched windows and a cornice with mousetooth brickwork. J. M. Greenfield and his brother-in-law T. E. Kerner began to manufacture tobacco in Kernersville in 1881. They built this factory in 1884, producing plug and twist tobacco. The factory was converted to a knitting mill around 1900 when most of the tobacco factories in Kernersville closed due to the superior competition from Winston-Salem and Durham. Today the building is used by a mill supply company. [Ref: Kernersville Bicentennial, 1956, 74-75]

BULK INDUSTRIES: TOBACCO

Forsyth County (cont.)

W. H. LEAK & COMPANY (1884) Kernersville
210 South Main Street, Kernersville 17.583520.3997620

This is a two-and-a-half story brick building with a gable roof, behind a stepped-gable facade with parapets. The windows are segmental-arched. W. H. Leak began producing tobacco products in Kernersville in 1873. Like many small factories in Kernersville and other Piedmont towns, this company closed its factory late in the 19th century. For a short time, the factory was used as a knitting mill and is used today by a furniture company. [Ref: Kernersville Bicentennial, 1956, 74-75]

PIEDMONT LEAF TOBACCO COMPANY (1890-1895) Winston-Salem East
Linden Street, Winston-Salem 17.568380.3994920

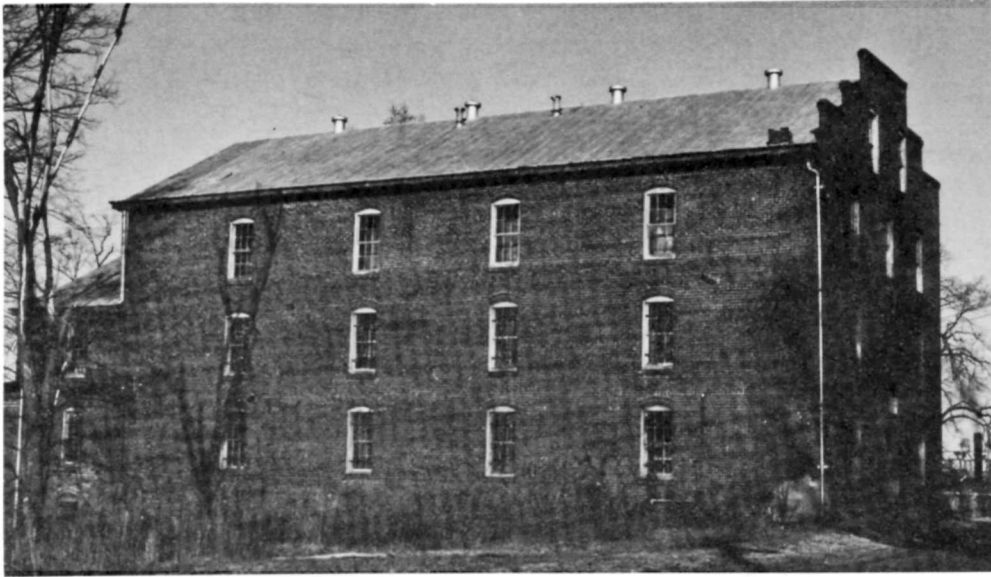
There are two tobacco buildings at this site. The oldest, a four-and-a-half story brick factory, was originally operated by W. F. Smith and Sons (c. 1890). It has a gable roof and a stepped-gable facade. North of this structure is the former Brown Brothers Tobacco Warehouse (1895). This is an impressive five-and-a-half story brick building with a mansard roof and dormer windows. The Smith Factory manufactured cigarettes for a short time, one of the first companies in Winston-Salem to do so. In the 1920s both buildings came under the ownership of the Piedmont Leaf Tobacco Company which buys, redries, and stems leaf tobacco bought on the local market. [Ref: Fries, Adelaide, Forsyth County, 1949, 174; Sanborn Map Company, Winston-Salem, 1890-1930]

R. J. REYNOLDS TOBACCO COMPANY--FACTORY 256 (1890) Winston-Salem East
Chestnut Street, Winston-Salem 17.580290.3994600

Two of the first major factories built by Reynolds are at this site. The north building is a five-story brick structure with segmental-arched windows and exposed rafters. Its facade has been extensively renovated. The south building is a four-story brick structure with a corbeled cornice, brick pilasters, and heavy brick window labels. Richard J. Reynolds began manufacturing chewing tobacco in Winston-Salem in 1875. The company was incorporated in 1890, the same year that Factory 256 was completed. [Ref: 100th Anniversary Report, RJR Industries, Inc., 1975]

BULK INDUSTRIES: TOBACCO

Forsyth County (cont.)



ASH TOBACCO FACTORY (c.1890)

STATESVILLE

R. J. REYNOLDS COMPANY--FACTORY #8 (1900)
Church Street, Winston-Salem

Winston-Salem East
17.568140.3995040

Factory number 8 was built by the Reynolds Tobacco Company in 1900 to accommodate its growing business. It is a five-story brick structure with a six-story tower. The partnership of Richard Reynolds, his brother, William, and Henry Roan became a corporation in 1890. After a brief period of amalgamation with James B. Duke's American Tobacco Company, the Reynolds Company established itself as a major independent. Some of its most noteworthy products included Prince Albert smoking tobacco (patented in 1907) and Camel cigarettes (patented in 1913). [Ref: 100th Anniversary Report, RJR Industries, Inc., 1975]

TAYLOR BROTHERS, INC. (1890)
Patterson Street, Winston-Salem

Winston-Salem East
17.568380.3994500

This plant consists of two old tobacco manufacturing firms in Winston-Salem, William B. Taylor & Sons and W. B. Ellis & Company. The Taylor factory has undergone several renovations. However, the Ellis factory remains essentially as it did in the 19th century: a four-story brick building with a two-story brick shed attached, a gable roof with a stepped-gable facade. William B. Taylor organized his firm in 1883 and later brought his brother J. P. Taylor into a partnership. [Ref: Fries, Adelaide, Forsyth County, 1949]

BULK INDUSTRIES: TOBACCO

Iredell County

ASH TOBACCO FACTORY (c. 1890)
Wise Street, Statesville

Statesville West
17.510080.3958760

This is a three-and-a-half story brick building. Typical of most small tobacco factories in North Carolina, it has a gable roof, a stepped-gable facade, and segmental-arched windows. It was first operated by Rankin Brothers Tobacco Company in the early 1890s. Ludwig Ash began manufacturing various brands of plug tobacco around 1900. The factory operated on a seasonal basis from five to seven months a year. The building is now used as a warehouse. [Ref: Employment Security Commission Quarterly (North Carolina), Summer-Fall, 1951, 98-99]

Rockingham County

WM. LINDSEY & COMPANY (c. 1885)
156 Northwest Market Street, Reidsville

Reidsville
17.619820.4024910

Lindsey's Tobacco Factory consists of two buildings, the factory and an adjoining leaf house that may itself have served as a factory at one time. The factory, built around 1885, is a five-story brick building with a gable roof and stepped-gable facade. The leaf house, located south of the factory, is a three-story brick building with six-over-six sash windows and segmental brick-labeled arches. William Lindsey first manufactured tobacco in 1858 and was probably the first in Reidsville to do so. "Lindsey's Level Best" was the company's leading product. In 1925 the buildings were converted for use as a flour milling operation. Today both buildings are used by the Crescent Milling Company. [Ref: Butler, Lindley S., Our Proud Heritage, 1971]

Surry County

SPARGER BROTHERS TOBACCO FACTORY (c. 1885)
238 Willow Street, Mt. Airy

Mt. Airy South
17.534980.4039240

The main building at this site is a four-and-a-half story brick structure with a gable roof and stepped-gable facade. The windows have brick sills and heavy brick labeled arches. North of this building is a three-and-a-half story brick structure, formerly a leaf house, with the identical features of the factory. Both buildings are painted white and are part of a large hosiery manufacturing operation. James Sparger moved to Mt. Airy in 1880 after manufacturing tobacco on his father's farm in Surry

BULK INDUSTRIES: TOBACCO

Surry County (cont.)

County. By 1890 he had formed a partnership with his brother, B. Frank Sparger, built a large factory and leaf house, and manufactured plug tobacco. [Ref: Mount Airy Times, May 21, 1971]

HAMLIN TOBACCO FACTORY (c. 1850)
SR 2221, Rockford

Copeland
17.531490.4013620

The "factory" is a one-story frame structure with a gable roof and two brick chimneys. It was built by John Hamlin around 1850 after his arrival in North Carolina from Virginia. Rockford had as many as three such factories in operation during the 19th century. All processing was done by hand and the tobacco was carried by wagon to larger cities for market. The development of larger industrial centers led to the extinction of the smaller hand-operated enterprises, once abundant along the North Carolina's northern Piedmont. [Ref: Houck, L. Hamlin, The Story of Rockford, 1972, 42]



SPARGER BROS. TOBACCO FACTORY (c.1885)

MT. AIRY
SURRY CO.

NOTES

MANUFACTURING AND PROCESSING



S.J. NISSEN WAGON WORKS (c.1900)

WINSTON-SALEM
FORSYTH CO.

N O T E S

MANUFACTURING AND PROCESSING

Alamance County

WHITE FURNITURE COMPANY (1923)
East Center Street, Mebane

Mebane
17.656100.3995780

White Furniture Company is the oldest continuously operating manufacturer of wood products in North Carolina. Although furniture had been made by craftsmen for many years, mass production of inexpensive household furniture did not begin until the 1880s. In 1881 William E. White and his brother, David, began to manufacture window sashes and doors until 1896 when they turned to the production of solid oak bedroom suites. The original factory burned in 1923 but was soon rebuilt and is in operation today. [Ref: Whitaker, Walter, Centennial History of Alamance County, 1949, 138-139]

Burke County

MORGANTON FURNITURE COMPANY (1904)
New Street, Morganton

Morganton South
17.437600.3954560

This complex of furniture manufacturing buildings, said to be the oldest in Morganton, consists of two frame two-story buildings, built around 1905, and a one-story brick structure used as a finishing plant, built in the 1920s. The factory was built by J. Hall and was operated for many years under the ownership of A. C. Chafe and O. W. Slain. Most recently the plant was used by the Drexel Furniture Company. It was closed in the spring of 1975. [Ref: Employment Security Commission Quarterly, Winter-Spring, 1952, 41]

Catawba County

PIEDMONT WAGON COMPANY (1880)
Main Avenue (900 block), Hickory

Hickory
17.467880.3954100

Only one building remains of the wagon manufacturing complex that once covered 13 acres. It is a two-and-a-half story building of brick with a gable roof and three small cupolas. A wood shop and blacksmith shop operated in this building. It is the original building of the Piedmont Company which had moved to Hickory in 1880 from its previous location on Horseford shoal of the Catawba River. George Bonniwell, an engineer and lumberman from Philadelphia, designed the factory. During its existence the Piedmont company produced a quality line of farm wagons. The building is now abandoned. [Ref: Clinard, J. Weston, Clinard Looks Back, 1962, 178-181]

MANUFACTURING AND PROCESSING

Davidson County

THOMASVILLE CHAIR COMPANY (1905)
Hoover Street, Thomasville

High Point West
17.581900.3970900

Now a part of Armstrong Cork Company of Pittsburg, the Thomasville Chair Company is a series of brick factory buildings that extend over 31 acres. Because of many additions and renovations only a small part of the original plant can be seen. The company was founded in 1905 and soon came under the ownership of Thomas J. and Charles Finch. In 1913 T. Austin Finch joined the partnership and was a dominant factor in the growth of the company and the furniture industry in Thomasville, known statewide as "Chair City." [Ref: Sink, M. J. and Matthews, M. G., History of Thomasville, 1952]

Durham County

DURHAM HOSIERY COMPANY (1901)
Angier Street, Durham

Durham South
17.690150.3984500

The Durham Hosiery Mill is a four-story brick building with bracketed eaves and segmental-arched windows with brick lintels. Most notable is the six-story tower which is divided into three parts by two heavy corbeled brick string courses. It has a low-hipped roof with cross gables. The company was founded in 1894 but did not prosper until it came under the direction of Julian S. Carr, industrialist and financier of Durham. Carr's son, Julian, Jr., took active control of the company which at one time included 15 factories across the state. This site is now used for warehouse space. [Ref: Boyd, William K., The Story of Durham, 1925, 124-127]

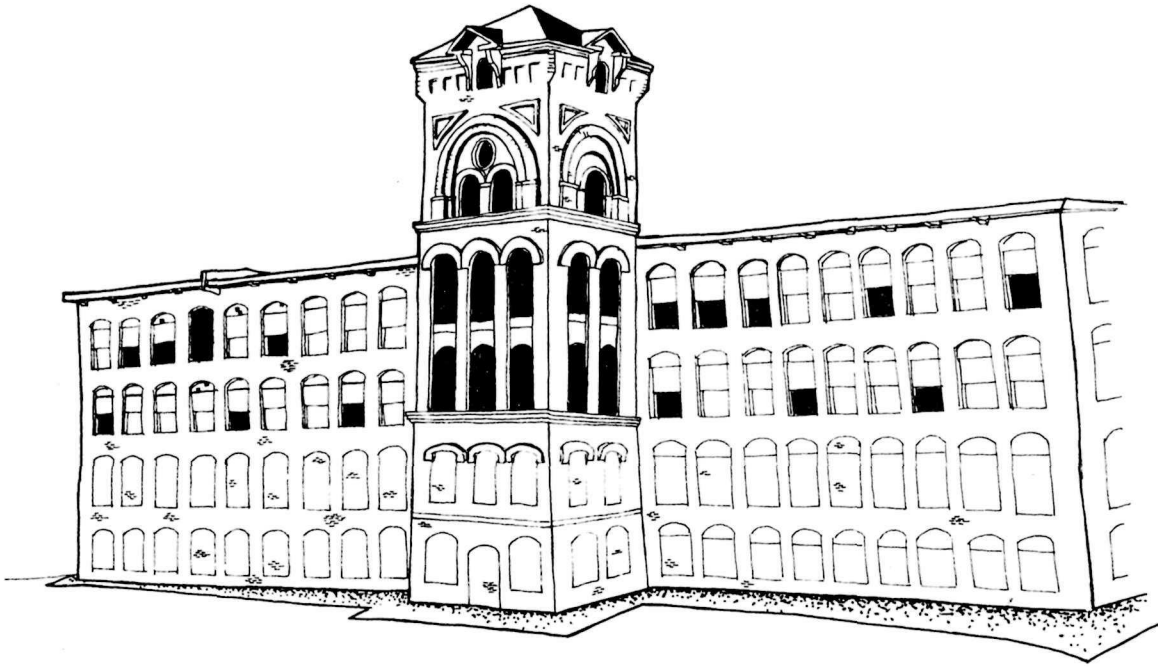
GOLDEN BELT MANUFACTURING COMPANY (1899)
807 East Main Street, Durham

Durham South
17.690150.3984650

This plant, still in operation, is divided into two mills, a cloth mill and a bag mill, both brick structures. There are two towers, both with heavy corbeled brickwork. The company was organized in 1899 but it is actually a direct descendant of the Blackwell Tobacco Company which maintained a small outfit to manufacture cloth pouches for smoking tobacco. Once an important rural industry, the stringing of tobacco bags became increasingly mechanized after Julian S. Carr, Jr., established the Golden Belt Company in East Durham. Around 1910 J. T. Dalton of Durham developed automatic bagging machinery and drawstring machinery. These machines,

MANUFACTURING AND PROCESSING

Durham County (cont.)



DURHAM HOSIERY CO.(1901)

DURHAM
DURHAM CO

manufactured by Deitrick & Harvey Machine Company of Baltimore, are still in use today. American Tobacco Company owns this facility. [Ref: Employment Security Commission Quarterly, Summer-Fall, 1951, 103-104]

MANUFACTURING AND PROCESSING

Forsyth County

HARMON AND REED FEED MILL (1908)
Bodenhamer Street, Kernersville

Kernersville
17.583700.3997520

This is a two-and-a-half story brick building with a mansard roof with gabled dormer windows. A one-story office is attached. D. Harmon and John Reed built this mill in 1908. It is now the Kernersville branch of the Statesville Mills Company. [Ref: Kernersville Bicentennial, 1971]

S. J. NISSEN WAGON WORKS (c. 1900)
Patterson Street, Winston-Salem

Winston-Salem East
17.568360.3994830

This building is a four-story brick structure with a distinctive tower characterized by brick panels and a crenelated roofline. The factory was built around 1900 as a carriage repository and repair shop. The Nissen family began manufacturing wagons and carriages in the 1890s. This factory was also used as a foundry and today houses an operation of Goodwill Industries. It is an important landmark in one of North Carolina's major industrial cities. [Ref: Winston-Salem Sentinel, May 11, 1910]

SHAMROCK HOSIERY COMPANY (1911)
Marshall Street, Winston-Salem

Winston-Salem East
17.567640.3994620

The first mill built by the Hanes Hosiery Company is located at this site. It is a one-story brick building with a sawtooth roof construction and a full row of six-foot skylights. The mill was divided into seven sections which were used for knitting, packing, drying and dying, and boarding. Today the building is used as a garage. P. H. and J. W. Hanes were prominent tobacco manufacturers in Winston-Salem until 1900 when they sold their business to R. J. Reynolds & Company and went into the textile industry. John Wesley Hanes organized the Shamrock Company and set up a plant in an old tobacco factory. In 1911 the present structure on Marshall Street was built and in 1914 the company's name was changed to the Hanes Hosiery Company. [Ref: Tilley, Nannie Mae, The Bright-Tobacco Industry, 1948, 576]

Guilford County

TOMLINSON FURNITURE COMPANY (1911)
High Street, High Point

High Point West
17.589380.3979180

This furniture complex includes a three-story brick factory (ca. 1910)

MANUFACTURING AND PROCESSING

Guilford County (cont.)

and a four-story exposition building (1927) and office south of the factory. Tomlinson of High Point was established in 1900 by Sidney Tomlinson and operated in a small sheet-iron building. In 1911 the company bought the Globe Home Furniture Company, then the leading producer in the South, and took over the Globe factory on High Street. The Tomlinson Exposition Building and the Southern Exposition Building, completed in 1923, made High Point the leading furniture market in the South as well as a leading manufacturer. [Ref: Ebert, Charles, "Furniture Making in High Point," North Carolina Historical Review, July, 1959]

Halifax County

UNITED INDUSTRIAL COMPANY (1893)
NC 48, Roanoke Rapids

This two-story brick factory is located along the remains of the Roanoke Rapids Power Company canal which had been constructed in the early 1890s. This company had been organized to exploit the water power resources of the Great Falls of the Roanoke River with a series of manufacturing enterprises starting with this knitting mill and a larger cotton mill located to the north. Both mills, as well as the mill village, were said to have been designed by Stanford White. The only remaining dwellings from this early village are the former homes of supervisors and are notable for their gambrel, or "turtle-top" roofs. The knitting mill failed in 1901 and in 1909 the factory was developed as a processing plant for waste paper. Some of the machinery from this early paper plant is reportedly still in operation at this site. [Ref: Roanoke Rapids Diamond Jubilee, 1970, 13-22]

Harnett County

JOHN MC CAY MANUFACTURING COMPANY (1889)
Railroad Avenue, Dunn

Three frame structures built between 1895 and 1910 are still in operation here at one of the state's oldest manufacturers of farm machinery. The company was established by John A. McKay in 1889 and originally produced turpentine distilleries and related equipment. After the depletion of North Carolina's pine forests the company shifted its efforts to the production of a variety of farm implements, including tractor-drawn

MANUFACTURING AND PROCESSING

Harnett County (cont.)

machinery. [Ref: Employment Security Commission Quarterly, Winter-Spring, 1954, 50-51]

Iredell County

J. C. STEELE & SONS (1889)
South Mulberry Street, Statesville

Statesville West
17.509980.3958820

Most of this complex of buildings, consisting of a series of foundries and processing facilities, have been recently constructed. However, the original main building, a one-and-a-half brick structure with a gable roof, is still standing and in use. The company is important as a complement to the brick and clay working industries of the Southeast. James C. Steele began as a manufacturer of bricks during the Civil War. During the 1880s he invented several labor-saving devices to replace the crude forms of brickmaking. Today the company manufactures pug mills, extrusion machines, clay feeders, brick and tile cutters, and de-airing machines. [Ref: Statesville Record and Landmark, Progress Edition, 1961]

STATESVILLE FLOUR MILLS (1906)
South Center Street, Statesville

Statesville West
17.510460.3959060

This complex consists of a four-story brick building with pilasters and two sets of large grain elevators. The company was founded in 1900 but the original mill was destroyed by fire in 1906. The Statesville Mills are the largest producers of flour in North Carolina. [Ref: Employment Security Commission Quarterly, Summer-Fall, 1950, 86-87]

Mecklenburg County

COLE MANUFACTURING COMPANY (1909)
1381 Central Avenue, Charlotte

Charlotte East
17.516770.3897250

The only building remaining from the 1909 plant is a handsome one-story brick structure with brick pilasters and round-arched windows with key-stones. It is now used as an office and machine repair shop. The interior construction is concrete. The company was organized in 1900 by E. M. and E. A. Cole to manufacture a seed planter invented by E. M. Cole on the family farm in Chatham County. [Ref: Employment Security Commission Quarterly, Winter-Spring, 1954, 45-46]

MANUFACTURING AND PROCESSING

Moore County

TYSON AND JONES BUGGY COMPANY (1898-1906)
McReynolds Street, Carthage

Three brick structures remain of this one-time important manufacturer of high quality carriages. The first, built in 1898, is used today as a warehouse. The company office, built in 1906, is a one-story building with a tower characterized by cross-gables with projecting pediments supported by corbeling. The third structure, also built in 1906 and once used for manufacturing and shipping, is four stories with a stepped-gable facade. Thomas B. Tyson began manufacturing carriages in 1856 and took W. T. Jones into partnership the following year. The company was incorporated in 1889. [Ref: Reilly, John, "Tyson & Jones Buggy Company: The History of a Southern Carriage Works," North Carolina Historical Review, July, 1969]

Randolph County

ACME-MCCRARY HOSIERY MILLS (1909) Asheboro
North Street, Asheboro 17.607050.3951900

The original knitting mill is a two-story brick building 60 feet by 100 feet with a one-story dye house 40 feet square. There have been several additions to this plant in 1915, 1917, 1924, and 1928. The company was founded in 1909 by D. B. McCrary and T. H. Redding, and the sons of the founders continue to preside over the company. [Ref: Acme-McCrary Mills, Inc., Fifty Years in Hosiery, 1959]

Rockingham County

J. H. WALKER & COMPANY (c. 1895) Reidsville
West Market Street, Reidsville 17.619880.4024560

This is a three-story brick building with a gable roof and a stepped-gable facade. J. H. Walker operated a small saw mill at this location and later manufactured wooden boxes for tobacco producers in Reidsville. In 1913 the Walker was sold and converted for use as a flour mill. Today the factory serves as a supply and feed company and is known as the Pryor Building. [Ref: Employment Security Commission Quarterly, Summer-Fall, 1950, 114-115]

MANUFACTURING AND PROCESSING

Surry County

MT. AIRY FURNITURE COMPANY (1897)
Factory Street, Mt. Airy

Mt. Airy South
17.535300.4038540

The oldest of Mt. Airy's furniture factories, this factory is a long two-story frame building with a gable roof. The company was organized in 1896 as a partnership among several lumber milling concerns in the area. The original factory was destroyed a year later in a cyclone but was replaced the following year. It is located in the heart of Mt. Airy's furniture manufacturing district which includes the National Furniture Company (1901) and the Mt. Airy Mantel and Table Company (1902), both frame structures. [Ref: Mt. Airy Times, May 21, 1971, 11-12]

Wake County

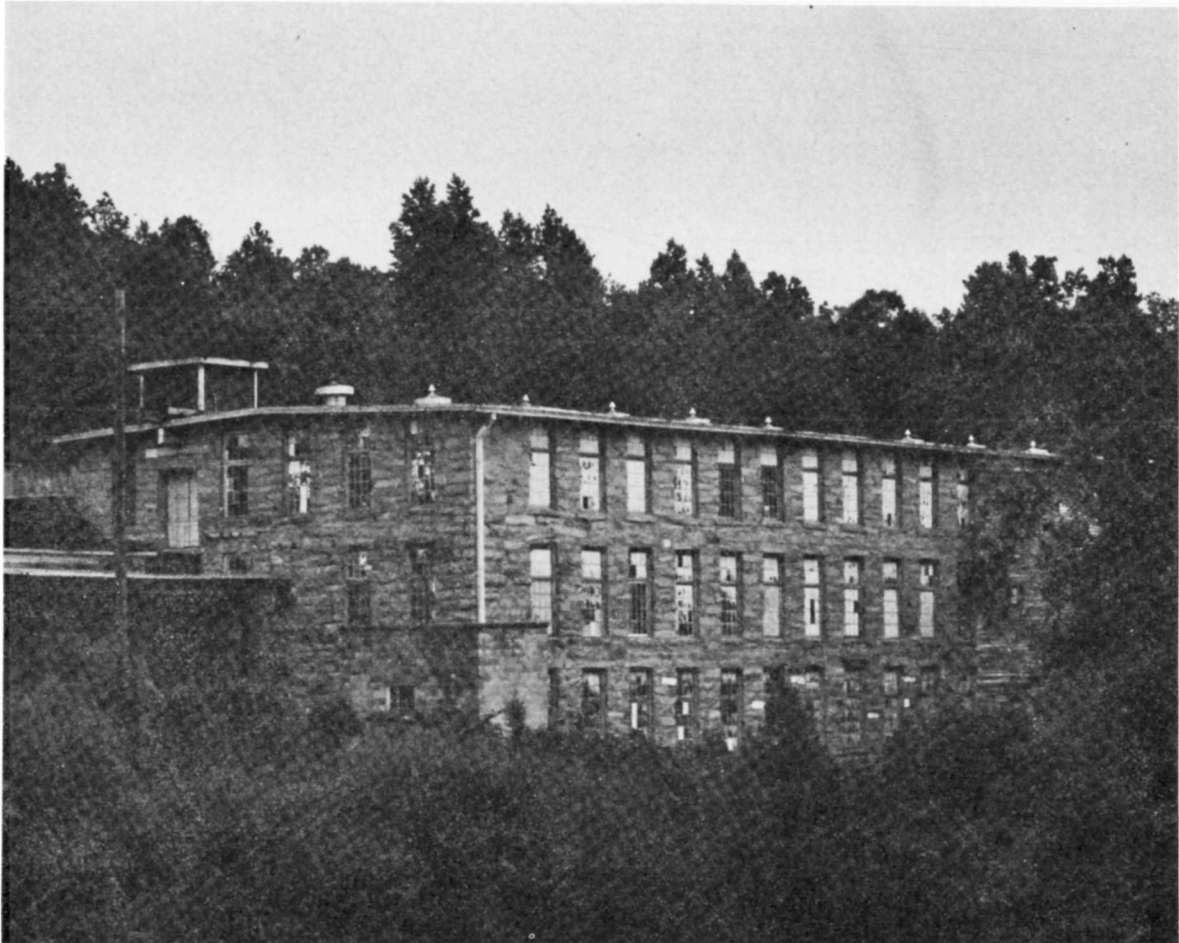
FALLS-NEUSE MANUFACTURING COMPANY (1854)
SR 2000, Falls

Wake Forest
17.718380.3979960

This three-story stone mill house is one of the oldest extant industrial structures in the state and the only remaining industrial building built of stone. It measures 200 feet by 55 feet. The stone is laid in a regular smooth ashlar pattern. At the rear of this building is a small stone building measuring 53 square, first used as a stockroom and later as a picker room. There is also a two-story brick cotton mill built around 1900 at this site. The stone buildings were constructed in 1854 by the Neuse River Manufacturing Company as a paper mill. It operated by water power and was for most of the 19th century the largest producer of rag paper in the state. Around 1900 the mill was converted for use as a cotton mill. It is now used as a warehouse. [Ref: Daniels, Josephus, Tar Heel Editor, 249-250; Raleigh Register, December 12, 1855]

MANUFACTURING AND PROCESSING

Wake County (cont.)



FALLS-NEUSE MFG. CO. (1854)

WAKE CO.

N O T E S

POWER SOURCES AND PRIME MOVERS



LASS PERRY FARM BRANDY MILL (c.1900) FRANKLIN CO.

N O T E S

POWER SOURCES AND PRIME MOVERS

Anson County

BLEWETT DAM AND POWER STATION (1912)
SR 1748, Lilesville vicinity

Lilesville (1956)

Located along the Pee Dee River, the dam is of concrete gravity construction and measures 1470 feet long. Water is directed to the power plant by a canal, 200 yards long, where it flows through steel penstocks, 17 feet in diameter, to the turbines. Although construction of the dam began in 1905 it was not completed until 1912 under the ownership of the Yadkin River Power Company. It is operated today by Carolina Power and Light Company. [Ref: Riley, Jack, Carolina Power & Light Company, 1958, 129-145]

FLOWERS FARM COTTON PRESS (c. 1850)
SR 1801, Morven vicinity

Lilesville (1956)

Although the press is in deteriorated condition, it still serves as an example of horse-powered rural industry. It stands about 25 feet high and is constructed of heart pine. The frame, supporting the central shaft, consists of four posts, which are in turn supported by two braces. A badly deteriorated roof protects the upper portion of the shaft. Across the top of the shaft is a beam with a sweep, attached to each end. The sweeps, also deteriorated, were rotated by mules which drove the shaft, a large wooden screw, down on on a wooden packing block where 300 to 350 pounds of cotton were compressed into bales of uniform size. [Ref: Tompkins, Daniel, Cotton and Cotton Oil, 1901]

Burke County

BRIDGEWATER POWER STATION (1916-1923)
NC 126, Bridgewater

Marion East
17.419580.3954600

This power plant consists of three concrete gravity dams, the Catawba (3155 overall length), the Paddy Creek (1610 feet long), and the Linville (1325 feet). A steel truss bridge, constructed in 1919 by the Virginia Bridge and Iron Company, crosses over the Catawba Dam along the border of Burke and McDowell Counties. The power station is located at Linville Dam. The entire power complex was built between 1916 and 1923 by the Southern Power Company (now Duke Power) as one of a series of hydroelectric dams along the Catawba River. [Ref: Duke Power Company, historical notes, copies in Survey and Planning Branch, Division of Archives and History, Raleigh, N.C.]

POWER SOURCES AND PRIME MOVERS

Camden County

PEARCE'S MILL (c. 1925)
SR 1222, South Mills

South Mills (1940)

This sawmill was operated as recently as 1974 by two steam engines, a Frick (Waynesboro, Pa.), Number 6470, patented January, 1880, and a rare Dewey Brothers (Goldsboro, N.C.), Number 116, patented 1907. The Dewey Brothers engine replaced an older engine made by Steam Engine Makers Company, Watertown, N.Y., patented June, 1871, which can still be seen at the site. A shingle mill, planer, and a Meadows Gold Medal Stone Burr Mill also ran off the steam engines. The sawmill was established in the 1920s by Samuel J. Pearce.

Edgecombe County

NORFLEET COTTON PRESS (c. 1840)
Albemarle Street, Tarboro

Tarboro (1902)

This horse-powered cotton press is nearly 22 feet high and constructed of heart pine, mortised and tenoned together. The large wooden screw measures 19 inches in diameter. The press is protected by a small octagonal roof above the central shaft, and a shed roof covers the rest of the structure. The press was first used to produce cider and wine. It was constructed for Isaac Norfleet, a wealthy planter and politician. Around 1860 it was converted for use as a cotton press. In 1938 the Edgecombe Historical Society purchased the press and moved it to the Tarboro Town Common. [Ref: Waterman, Thomas T. and Johnston, Francis, Early Architecture of North Carolina, 1947; HABS; NR]

Forsyth County

FRIES MANUFACTURING AND POWER COMPANY (1898)
SR 3000, Idols

Advance
17.554220.3981080

This is the first hydroelectric dam and power station built in the state. It consists of a stone dam which measures 410 feet long and 10 feet high. A fish-ladder is built into the dam. A frame power house is located at the eastern end of the dam and a brick transformer room is attached. This site was developed by the Fries Company to provide power for several

POWER SOURCES AND PRIME MOVERS

Forsyth County (cont.)

Winston-Salem industries. Originally the plant was equipped with 8 turbine wheels geared to a single shaft. In 1913 the plant was purchased by Southern Power Company (now Duke Power) and was reequipped with 6 vertical Allis-Chalmers units. The plant is still in operation and provides a small section of Winston-Salem with electricity. [Ref: Holmes, Joseph A., "Waterpowers of North Carolina," North Carolina Geological Survey, Bulletin 8, 1899]

Franklin County

SORGHUM MILL (DU)
SR 1428, Oswego vicinity

This horse-powered mill is located on an abandoned farm. It was manufactured by the Chattanooga Plow Company and consists of three rotating cylinders powered by a single wooden sweep. Cane was fed into the cylinders and the juice collected in a pan and later boiled.

PERRY FARM BRANDY MILL (c. 1900)
SR 1758

This mill consists of a two-story frame building set on stone piers about 6 feet high. Under the building is the apparatus for the mill: a circular wooden frame or trough (about 3 inches wide and 14 inches deep), an iron shaft and a millstone set vertically. A mule was attached to this apparatus and walked in a circular pattern under the stone piers. At the Las Perry farm, apples were ground in the mill and later taken to an adjoining press where juices was extracted from the pulp. Apple brandy was produced here in the early 20th century.

Gaston County

SPENCER MOUNTAIN DAM AND POWER STATION (1905)
SR 2003, Spencer Mountain

Mount Holly
17.489900.3907000

The Spencer Mountain dam is of rubble masonry construction. It is 636 feet long. A canal, about 3600 feet long and 30 feet wide, runs from the dam to the power house, a brick building 23 feet by 46 feet. The power house is equipped with 2 James Leffel turbines (installed in 1922).

POWER SOURCES AND PRIME MOVERS

Gaston County (cont.)

A cotton mill has been operating at this site since 1874 drawing upon the water power of the South Fork River. In 1905 the Spencer Mountain Water Power Company was organized to develop and sell electric current. The project is now operated by Duke Power Company. [Ref: Duke Power Company historical notes, on file at Survey and Planning Branch, Division of Archives and History, Raleigh, N.C.]

Graham County

FONTANA DAM AND POWER PLANT (1942-1945)
SR 1245, Fontana Village

Fontana Dam
17.245450.3926550

This dam, located on the Little Tennessee River, is the largest of the Tennessee Valley Authority system. It is 480 feet high and 376 feet wide at its base. It is a high-head tributary dam of concrete straight gravity construction. A glass-walled power house, six stories high, is at the base of the dam. Typical of TVA engineering, Fontana is a multi-purpose dam, providing power, flood control, navigation, and recreation. Construction began in 1942 and was completed in 1945. It has been called the "handsomest" of the TVA system, an example of "highly refined engineering." [Ref: Condit, Carl, American Building, 1968]

Haywood County

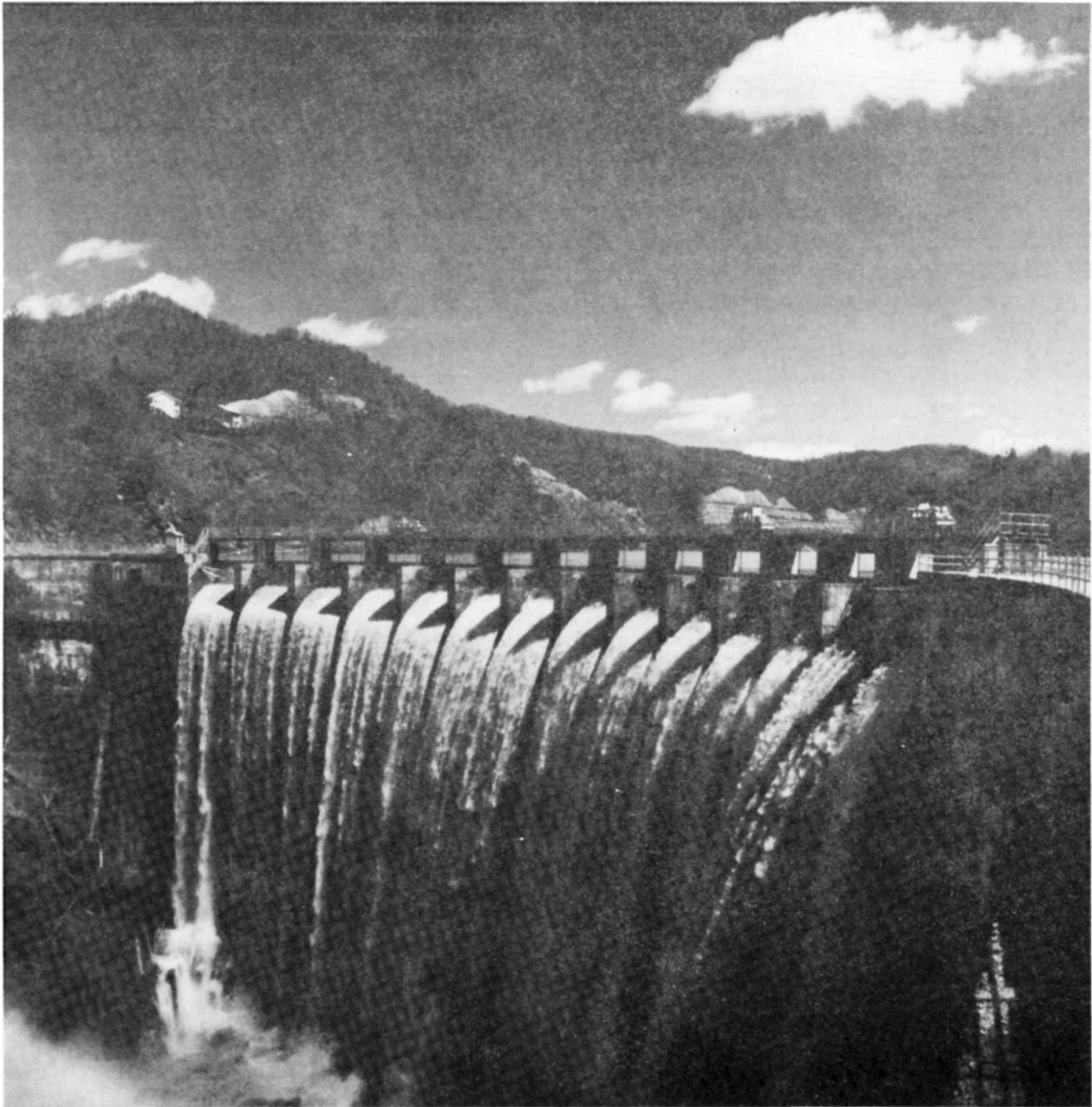
WALTERS DAM AND POWER STATION (1930)
SR 1332, Waterville

CoverCreek
17.310240.3960760
Waterville
17.314480.3951820

Walters Dam, located along the Pigeon River, is of concrete arch construction, 870 feet long, 180 feet high, and 40-1/2 feet thick at its base. The power plant is located 12 miles down river. A concrete-lined tunnel 6.3 miles in length and 14 feet in diameter runs through a mountain to connect the dam and power plant. The dam develops a head of 861 feet which for many years was the highest east of the Rockies. The project was designed by the Electric Bond & Share Company and was completed by Carolina Power and Light in 1930 after 3 years of work. [Ref: Clogher, A. C., "Waterville Hydro Makes Possible Notable Inter-connection," Electrical World, August 30, 1930]

POWER SOURCES AND PRIME MOVERS

Haywood County (cont.)



WALTERS DAM (1930)

HAYWOOD CO.

POWER SOURCES AND PRIME MOVERS

Iredell County

LOOKOUT SHOALS DAM AND POWER PLANT (1915)
SR 1006, Barium Springs vicinity

Stoney Point
17.491850.3956840

The dam is located on the Catawba River. It is a concrete gravity type with a spillway of 933 feet in length. This was the first hydroelectric installation built in North Carolina by the Southern Power Company (now Duke Power). The company was organized in 1905, the result of the collaboration of James B. Duke, tobacco manufacturer, and William S. Lee, an engineer. By 1928, ten hydroelectric stations had been completed, five of which were located in North Carolina: Bridgewater (1923), Mountain Island (1923), Rhodhiss (1925), and Oxford (1928). By 1930 Duke Power had the largest hydroelectric system in the South. [Ref: Tindall, George, Emergence of the New South, 1964, 72]

Montgomery County

TILLERY DAM AND POWER PLANT (1928)
NC 731, Hydro

Mt. Gilead West
17.585020.3896120

This dam, of concrete gravity construction, is about 1200 feet long, 86 feet high with 18 flood gates. The power plant is an umbrella or outdoor plant, with steel covers protecting the generators. The station was designed by the Electric Bond & Share Company. The plant was originally known as Norwood when it opened in 1928, but the name was changed in 1933 in honor of the company president, Paul A. Tillery. [Ref: Clougher, A. C., "Umbrella Type Generators," Electrical World, December 29, 1928 and February 26, 1929]

Nash County

BELLAMY'S MILL (c. 1850)
SR 1518, Whitakers vicinity

The mill stands on the south side of Fishing Creek. Across the creek extends a stone dam, built in 1857, 168 feet long and 12 feet high. The mill, also built of cut stone blocks, is 3 full stories on the side toward the water and 2 on the land side. John T. Bellamy operated an industrial complex at this site which included a saw mill, cotton gin, and cotton mill as well as the stone grist mill. The cotton mill was known

POWER SOURCES AND PRIME MOVERS

Nash County (cont.)

as Tuscarora Mills. [Ref: Holmes, J. A., "Waterpowers of North Carolina," North Carolina Geological Survey, Bulletin 8, 1899; NR]

Rowan County

SHUPING'S MILL (1895)	Rockwell
NC 152, Rockwell vicinity	17.546840.3934060

Within this mill complex stands a variety of processing machinery including a corn sheller, planer, resaw, corn mill, dust collector, and automatic gyrator. These machines are connected by belts to a series of line shafts which ran to three small steam engines. The boiler for these engines, a 50 horsepower Gambel, is in place but the engines, two Frick engines and a Tolbert (Richmond, Va.) have recently been removed to the Reed Gold Mine state historic site. A sawmill and cotton gin were also in operation at this site. The sawmill began operating in 1895 and the present mill housing was constructed in 1900.

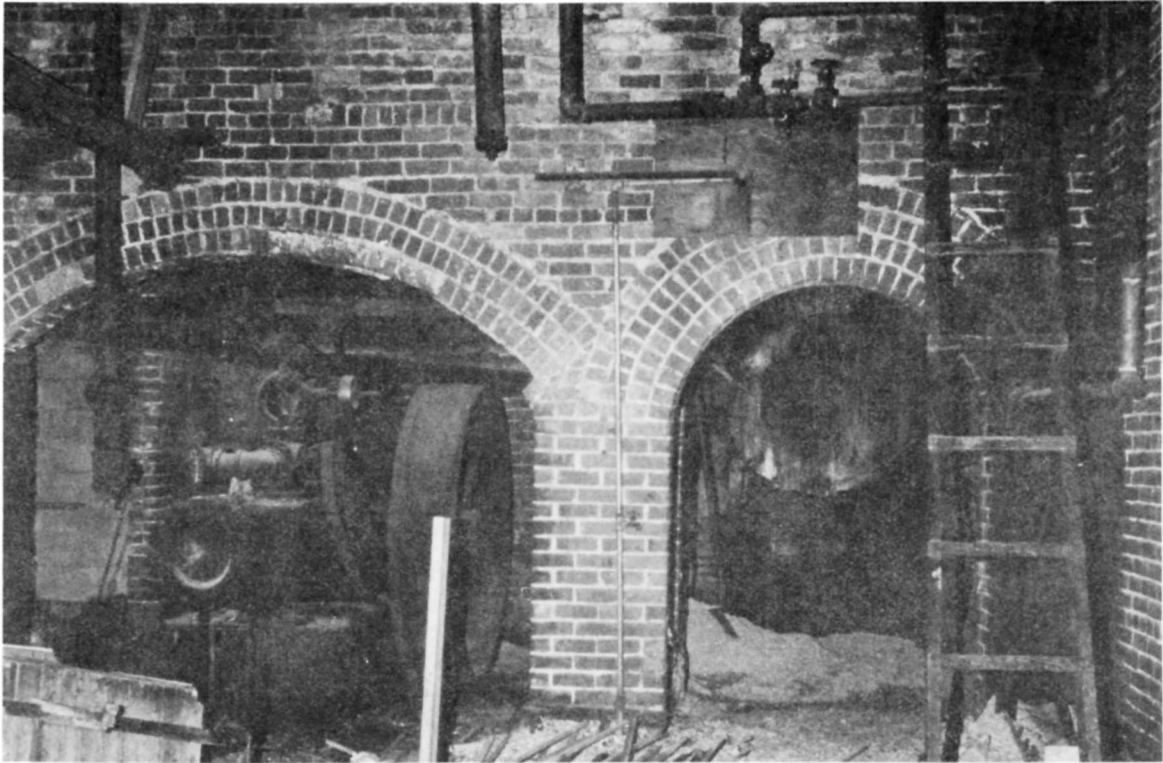
SIDES LUMBER COMPANY (1914)	Rockwell
Market Street, Rockwell	17.553400.3934040

Until the mid-1960s this lumber mill was powered by a stationary steam engine which is in place at the west end of the mill. The engine is a 35 horsepower Liddell-Chambers (Charlotte, N.C.). The boiler (Nagle, 1917) is also in place. A variety of wood processing machinery ran off this engine, including molders, resaws, planers, and joiners. The company was organized in 1914 by Julian Sides and Fred Kluttz of Rockwell.

GOODMAN LUMBER COMPANY (1917)	Salisbury
Lumber Street, Salisbury	17.546780.3945860

Two stationary steam engines are located at this large lumber mill. One is a small Frick engine which operates the fan for the dry kiln. The other is a 250 horsepower Hardie-Tynes (Birmingham, Ala.) built around 1920. Its governor and flywheel (12 feet in diameter) are in place. Three lines of shaft run off the Hardie-Tynes engine which pulled 350 horsepower of machinery, much of which is in place and dates back to the early 20th century. The engine was in operation until early 1975. The mill now operates by electricity but may return to steam in the future. Goodman Lumber Company was established around 1915 and moved to its present location in 1917.

POWER SOURCES AND PRIME MOVERS



SIDES LUMBER CO. (1914)

ROCKWELL
ROWAN CO.

Stanly County

NARROWS DAM AND POWER PLANT (1917)
SR 1712, Badin

Albemarle
17.580250.3918550

This power complex consists of a concrete dam 1654 long with a head of 177 feet and a power house with a generating capacity of 96,500 kilowatts. Along the west bank of the Yadkin River across from the power house are the remains of a dam started by a French combine, L'Aluminum Francais, which had planned to build a dam and aluminum smelter at the site. The outbreak of World War I, however, suspended these plans and the project was taken up by the Aluminum Company of America in 1915. The dam and power plant were completed in 1917 and continue to provide power to the aluminum works at Badin. [Ref: Sharpe, Ivy, Stanly County, 1972]

POWER SOURCES AND PRIME MOVERS

Swain County

MINGUS MILL (c. 1875)
Newfound Gap Road, Cherokee

Smokemont
17.290720.3933020

The mill is a three-story frame building with a gable roof. A large overshoot waterwheel powers two sets of mill stones. The Mingus family had operated a mill at this site since their arrival in North Carolina from Germany in the 1790s. The present structure was built by Sion Thomas Early and was the center of business and social activities in the Oconaluftee Valley until 1936. The mill was renovated in 1968 and now operates in the summer months. [Ref: The State Magazine, March 1974; NR]

Wake County

YATES MILL (c. 1870)
Lake Wheeler Road, Raleigh

Lake Wheeler
17.709240.3954920

A mill operated on this site since 1761. The present structure, built in the mid-19th century, is a two-story weatherboard building. A wooden millrace and overshoot wheel, both deteriorated, are on the south side of the mill. The millpond is retained by a well-preserved dam composed of roughly dressed random coursed rubble. The mill has at times been used for lumber manufacturing, corn and wheat milling, and wool carding. It is now the subject of restoration efforts by students at the School of Design of North Carolina State University. [Ref: Waugh, Elizabeth C., North Carolina's Capital, Raleigh, 1967; NR]

NOTES

TRANSPORTATION



SALISBURY DEPOT (1907)

ROWAN CO.



HAMLET DEPOT (1900)

RICHMOND CO.

NOTES

TRANSPORTATION

Alamance County

ENGINE HOUSE (1857)
Main Street, Burlington

Burlington
17.640890.3995360

A single repair shop remains of the complex built in the 1850s for the North Carolina Rail Road. It is a brick one-story building with a vaulted roof. The gable end features three recessed, arcaded bays and corbeled brick cornice. These bays are now bricked in but once provided an entrance for engines. After the North Carolina Rail Road was incorporated in 1854, the location of the road's repair shops was chosen nearly in the center of the line. The first buildings were constructed in the 1850s and several more were built after the Civil War. In 1886 the repair facilities of the road were removed and Company Shops was renamed Burlington in 1887. [Gilbert, John, The Tree of Life, 1972, 19-21]

Beaufort County

STATION & FREIGHT HOUSE (1904)
West Main Street, Washington

Washington (1951)

The station is a two-story gray brick structure, 8 bays wide and 3 deep. It has a hipped roof. Large wooden brackets with brick corbels support projecting eaves from the first story. There is a pavilion in front. A baggage room connects the station to a red brick freight shed 7 bays long with pilasters 17 feet apart. Between each pilaster is a diagonally sheathed double door. The freight house has a raised 6-foot monitor roof. The station and freight house were built in 1904. [Ref: Sanborn Map Company, Washington, 1904, 5]

Brunswick County

BALD HEAD ISLAND LIGHTHOUSE (1816)
Smith Island

Cape Fear
17.777420.3751840

The lighthouse is a six-story octagonal tower built of brick with stucco facing. It measures 110 feet in height. Its walls are about 5 feet thick at the base and taper to about 3 feet at the top. The lighthouse is the oldest standing in North Carolina. It was completed in 1817. An older lighthouse, built in 1794, stood on this site but was destroyed during the War of 1812. The light at Bald Head has been changed from an oil light, with a keeper, to an unattended gaslight. [Ref: Plans for the lighthouse were printed in Daily National Intelligencer (Washington, D.C.), May 30, 1816; NR]

TRANSPORTATION

Brunswick County (cont.)



BALD HEAD ISLAND LIGHTHOUSE(1816)BRUNSWICK CO.

NEW INLET DAM (1875-1881)
Federal Point to Zeke's Island
Southport vicinity

Kure Beach
18.227880.3761360
18.227400.3760380

The dam, called "The Rocks" because of its stone construction, is nearly a mile in length. It is from 90 to 120 feet thick at its base and over three-quarters of the dam extends more than 30 feet high. The need for this dam arose to close off New Inlet near Southport and deepen the channel at Old Inlet to accommodate larger ships trying to dock at Wilmington 30 miles to the north. The project, directed by Henry Bacon, began in 1875 and was completed in 1881. A second dam, twice as long, was constructed between 1883 and 1889 from Zeke's Island to Smith Island. [Ref: Sprunt, James, Chronicles of the Cape Fear, 1916, 11-12]

TRANSPORTATION

Buncombe County

SWANNANOA TUNNEL (1877-1879)
US 70, Ridgecrest

Black Mountain
17.385000.3942700
17.383480.3942420

This is the longest of seven tunnels built by the Western North Carolina Railroad during the 1870s to connect Salisbury with Asheville. The tunnel is 1800 feet long. In order to cross the mountains, a circuitous route was chosen, taking advantage of stream courses and offering spectacular views to passengers. Major James W. Wilson engineered the road. The construction of the Swannanoa Tunnel marked an early use of nitroglycerin in engineering. Passenger service on this route was recently suspended. [Ref: Gilbert, John, Crossties Through Carolina, 1969]

Carteret County

CAPE LOOKOUT LIGHT STATION (1857-1859)
Core Banks

Cape Lookout (1951)

A light house (1857) and a keeper's dwelling (1873) are the oldest structures among this complex along Core Banks. The lighthouse, which stands 169 feet high, is a conical brick shaft. The walls are 8 feet thick at the base and 2 feet thick at the top. The lighthouse was built to replace an older structure built in 1812. [Stick, David, The Outer Banks of North Carolina, 1963; NR]

Craven County

UNION STATION (c. 1910)
Queen Station, New Bern

New Bern
18.314020.3887240

This two-story station is built of rubbed brick with stone decoration. It features a large hipped roof with splayed eaves and a large hipped roof porch with bracket supports which surrounds the entire station. The station was built around 1910 to serve three railways. It stands within New Bern's National Register Historic District. [Ref: Sanborn Map Company, New Bern, 1904, 1911; NR]

TRANSPORTATION

Currituck County

CURRITUCK BEACH LIGHTHOUSE (1875)
Northern Outer Banks, Corolla

Barco (1940)

This red brick tower is 158 feet high. At its top is a polygonal glass lantern with a metal roof and acorn-shaped finial. West of the lighthouse is a keeper's residence, a large frame house in Gothic cottage style. The lighthouse, completed in 1875, was built to warn shipping in the area between Cape Henry, Virginia, and Bodie Island Lighthouse in North Carolina. Its 160,000 candle power light, now automatic, is visible for 15 miles. [Ref: Stick, David, Graveyard of the Atlantic, 1952; NR]

Dare County

BODIE ISLAND LIGHT STATION (1872)
NC 12, Wanchese

Oregon Inlet
18.449080.3963740

This complex consists of the lighthouse, a brick oil house, a frame storehouse, and the keeper's quarters, all built in 1872. The foundations of other small buildings can be seen at the site. The brick lighthouse, painted with black and white horizontal stripes and topped by a modern beacon, stands 163 feet high and is still in operation. The first lighthouse on Bodie Island was built in 1848 and replaced in 1859. This second structure was destroyed by retreating Confederate troops in the Civil War. [Ref: Holland, F. Ross, A History of the Bodie Island Light Station; NR]

CAPE HATTERAS LIGHTHOUSE (1870)
NC 12, Buxton

Buxton
18.452620.3901220

Cape Hatteras Lighthouse is a brick, conical tower which stands 208 feet high, the tallest in the United States. It is painted with black and white stripes in spiral design and topped with a modern electric beacon still in use. There are other historic structures at this site including the ruins of the original 1803 lighthouse, a small brick oil house (1892), a brick keeper's quarters (1871), and a frame keeper's quarters (1850). [Ref: Holland, F. Ross, A History of the Cape Hatteras Light Station, 1968; NR]

TRANSPORTATION

Forsyth County

DEPOT & FREIGHT HOUSE (c. 1875)
Bodenhamer Street, Kernersville

Kernersville
17.583620.3997650

One of the oldest surviving railroad depots in the state, this frame structure consisted of a ticket office, a passenger waiting room and a freight warehouse. It is framed with peg and mortice timber. The depot was built soon after a rail line was constructed through Kernersville in 1873. It was replaced around 1900 by a new depot and is used today as a warehouse. [Ref: Kernersville Bicentennial, 1956, 73]

UNION STATION (1924)
Excelsior Street, Winston-Salem

Winston-Salem East
17.569460.3994320

This passenger station is a modern three-story brick and concrete structure, 111 feet by 188 feet, featuring a large stone portico supported by massive Corinthian columns. Most impressive is the passenger bridge concourse constructed of steel, concrete, and brick which extends over the tracks. Two stairways lead down to two concrete platforms covered with butterfly sheds. The station was designed by Alfred Fellheimer and Steward Wagner of New York and was jointly controlled by three railways. Construction began in 1924 and was completed in 1926. The station is no longer in use. [Ref: Interstate Commerce Commission, Valuation Reports, 1934, on file in Survey and Planning Branch, Division of Archives and History, Raleigh, N.C.]

Guilford County

ROUNDHOUSE (c. 1919)
Spring Garden Street, Greensboro

Greensboro
17.604590.3990860

This is a twenty-stall roundhouse with brick pilasters and an earth floor. It is 22 feet high. There was a turntable at this site but it has been removed. The roundhouse was built around 1919 by Southern Railway which also operated machine shops, a warehouse, and a coal chute at this site. Today the roundhouse is used by a processing company. [Ref: Sanborn Map Company, Greensboro, 1924, 222]

TRANSPORTATION

Halifax County

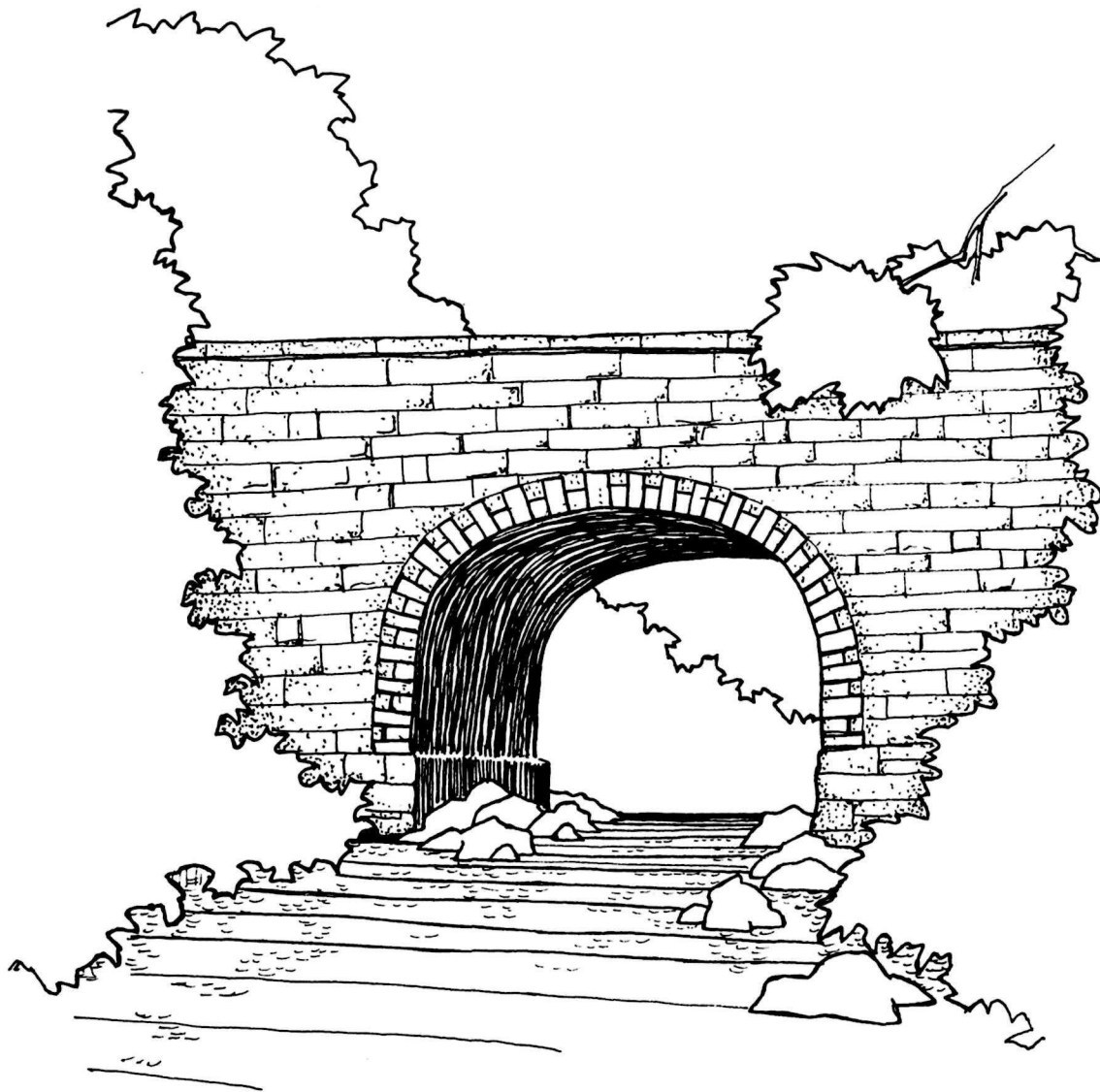
THE ROANOKE CANAL (1819-1823)

Rock Landing to Weldon

The most significant canal remains in North Carolina can be found along the route of this navigation system. They include stone locks and a stone aqueduct. The upper end of the canal was at Rock Landing just upstream from the present town of Roanoke Rapids. A rock-and-gravel dam and a stone guard lock were built at the entrance to the canal. Both are now under the waters of Roanoke Rapids Lake. The canal bed, about 25 feet wide and 3 feet deep, wound along the south bank of the Roanoke River for about 4 miles until it came to a series of stone locks--4 in all--designed to provide a transition from the upper to the lower canal. Each lock was 100 feet long and 16 feet wide with a lift of 9 feet, making a total lift of 36 feet between the lower and upper canal. The first two locks were connected in series and are still intact. Two small brick structures, possibly power houses, stand adjacent to the double lock and were probably built in the 1890s. The third lock was partially demolished to make way for a railroad track and the fourth is not visible, perhaps buried in the thick underbrush along the canal route. After the lock series, the canal continued along the south bank of the Roanoke for the remaining 5 miles to the basin at Weldon. One mile from the lower end, just on the outskirts of Weldon, is a magnificent aqueduct over Chockoyotte Creek. It is built of neatly dressed hewn stone and measures 110 feet long, 18 feet wide, and 35 feet at its greatest height. Its arch has a span of 30 feet and is elevated 22 feet above the surface of the water. The aqueduct is well-preserved but heavily overgrown with vegetation. At the site of the Weldon Basin is a mill complex of brick buildings built in the 1890s during an attempt to reuse the old navigation canal as a power source. The Roanoke Canal was built by the Roanoke Navigation Company which had been organized to provide inland navigation from Salem, Virginia to Norfolk, Virginia. In a rare example of interstate cooperation, Virginia and North Carolina set up the company in 1816 and work began the following year. The major obstacle to this plan was the Great Falls above Weldon. Hamilton Fulton, engineer for the Board of Public Improvements of North Carolina, supervised the construction of a 9-mile canal around the falls. Work began in 1819 and was completed in 1823. The entire navigation was complete in 1828, and remained active for at least two decades despite increasing competition from rail traffic. Around 1890 the canal was widened by the Roanoke Navigation and Water Power Company and the first of several projected mills, a two-story brick corn mill, was built at the old Weldon Basin. The life of this company, however, was short, having lost a lawsuit to a rival company over riparian rights. [Ref: Trout, William, "The Roanoke Navigation," August, 1968, on file at the Survey and Planning Branch, Division of Archives and History, Raleigh, N.C.]

TRANSPORTATION

Halifax County (cont.)



CHOCKOYOTTE AQUEDUCT

WELDON
HALIFAX CO

TRANSPORTATION

Halifax County (cont.)

WELDON RAILROAD COMPLEX (1880-1910)

Washington Street, Weldon

The structures at this site include a freight depot, a passenger station, an elevated passenger terminal, and commercial buildings of the late 19th century. The elevated terminal (1890) features a spiral wooden stairway and an elevator shaft. The station is a one-story brick building with a hipped roof and bracketed cornice. This complex is located in one of North Carolina's oldest rail towns and transportation centers, the terminus for both the Wilmington and Weldon Railroad and the Roanoke Navigation Canal. [Ref: Brown, C. K., A State Movement in Railroad Development, 1928]

Hyde County

OCRACOCKE LIGHTHOUSE (1828)

Shell Castle Island, Ocracoke

Ocracoke

18.410120.3885370

This lighthouse is a conical brick structure that stands 69 feet high. It was built in 1828. The 8000 candlepower, fourth order fixed white electric light is visible for 14 miles. The keeper's quarters were built in 1823. [Ref: "Historically Famous Lighthouses," CG 232; NR]

Lee County

CAPE FEAR NAVIGATION COMPANY (1848-1855)

Carbonton to Fayetteville

No significant remains of this antebellum canal can be seen today although the ruins of some of the 20 lift locks, 3 guard locks, and 19 dams are visible along the three short canals that extended over the route from Fayetteville to Carbonton. The locks were of timber crib work. Only one was built of stone, at Lockville, and it no longer exists. The Cape Fear Navigation Company was chartered in 1796 and attempted to build a canal in the 1820s. This effort proved too costly and the work was suspended until the 1840s. Only one steamer is known to have passed over the route after the completion of the canal in 1855. Some extension of the original work was made at Buckhorn in 1870 in conjunction with the iron furnace there and at Lockville (Moncure) around 1900 during the development of hydroelectric power. [Ref: Hinshaw, Clifford, "North Carolina Canals before 1860," North Carolina Historical Review, 1948]

TRANSPORTATION

Montgomery County

NORFOLK AND SOUTHERN RAILWAY DEPOT (1904)
Main Street, Biscoe

This is a two-story brick building with a hipped roof, heavy brick quoins on the corners, segmental-arched windows, and a two-story bay window on the trackside. The station was built to serve passengers visiting the many golf resorts being developed in the sandhills section of the state around 1900. It is used today for freight service only. [Ref: Prince, Richard, Norfolk and Southern Railroad, p. 69]

Nash County

EMERSON SHOPS (1893)
Vance Street, Rocky Mount

Rocky Mount (1902)

Emerson Shops covered 115 acres and included repair shops, a freight yard, watering and coaling stations, stores, and supply rooms, a roundhouse and turntable. Among the structures that can be seen today are the original shops, a large brick structure with an iron-truss roof filled with skylights, a brick office building, an iron car repair shed, and a water storage tank. The shops, known originally as South Rocky Mount, were built by the Atlantic Coast Line Railway in 1893, enlarged in 1899 and in the 1920s. They were the largest repair shops in the ACL system and the largest single economic factor in the development of Rocky Mount. Seaboard Coast Line still operates repair shops at this site. [Ref: "Rocky Mount, Best All Year Round City," 1908]

New Hanover County

REPAIR SHED (1923)
Swann Street, Wilmington

Wilmington
18.229329.3793420

This is a 30-bay open shed with an arched roof supported by a wood Jenkins Bow Truss. The shed measures 75 feet by 496 feet. Three rows of staggered skylights run the length of the shed. It was built in 1923 by the Atlantic Coast Line, and is one of the few surviving railroad structures in Wilmington. [Ref: Brown, C. K., A State Movement in Railroad Development, 1928]

TRANSPORTATION

Richmond County

PASSENGER STATION (1900)
Main Street, Hamlet

Hamlet
17.618920.3860730

This station was built in 1900. The original structure is an L-shaped frame building dominated by a large projecting pavillion at the outer angle of the L. The building is covered with German siding. There are two additions which give the building its present U-shaped appearance. The station was the principal stop on the Seaboard Air Line Railroad between the North and the Deep South during the first half of the 20th century. [Ref: MacCreight, Alic, "Early History of Hamlet," Spirit of Richmond, Vol. 1, 1932; NR]

Rowan County

RAILWAY DEPOT (1907)
Depot Street, Salisbury

Salisbury
17.548320.3946960

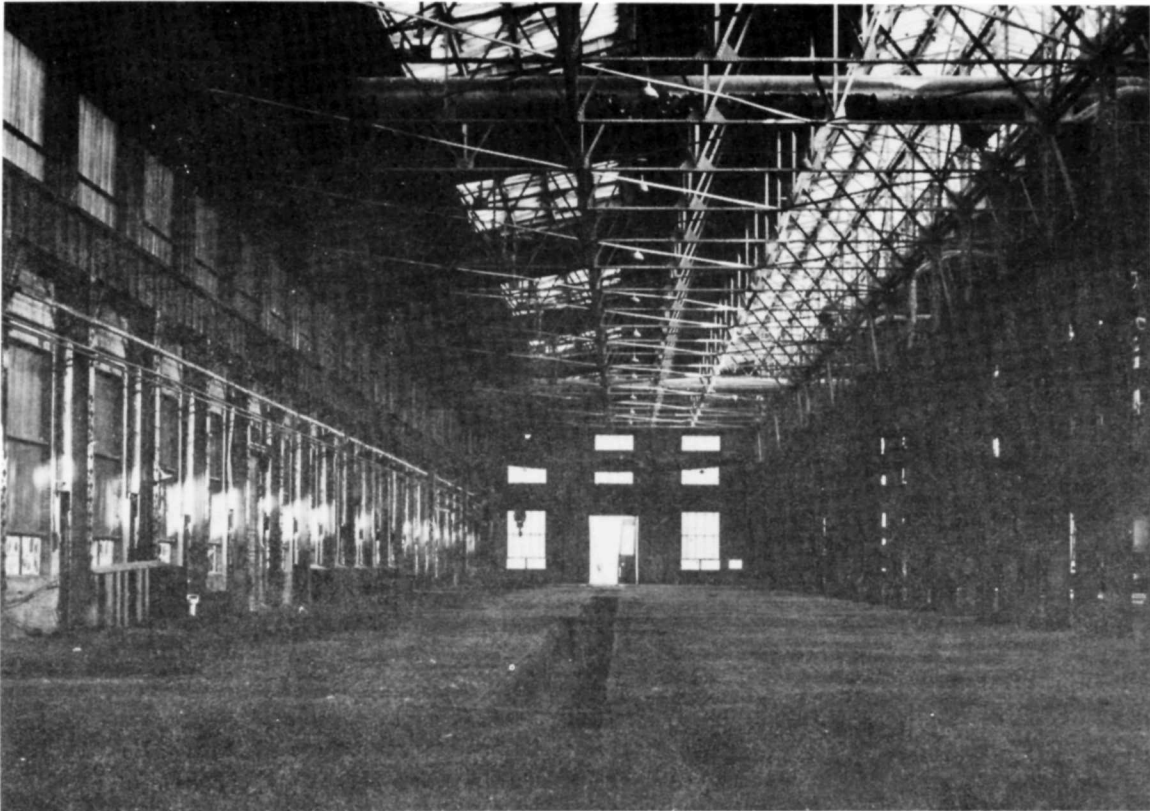
The Southern Railway Depot, which runs the length of two city blocks, is a masonry structure built of pressed brick pierced by round and segmental-arched windows. A two-course water table divides the dark red brick base and the tan brick of the body of the building. The roof is covered by red tile. The station was designed in the Spanish Mission style by Frank Milburn, architect of over 200 public buildings in the South. [Ref: Wodehouse, Lawrence, "Architecture in North Carolina," North Carolina Architect, Vols. 16 and 17]

RAILWAY SHOPS (1896-1924)
Salisbury Avenue, Spencer

Salisbury
17.551100.3949120

This large complex, once the largest of the Southern Railway, includes a machine shop (1905), power and storage houses, electricians' shop, a turntable, and a 37-stall roundhouse (1924). The shops were moved to this location in 1896. A thriving railroad community, called Spencer in honor of the road's president Samuel Spencer, grew up around these shops. Today this site is virtually abandoned. [Ref: Brawley, James, The Rowan Story, 1953, 303-307]

TRANSPORTATION



SPENCER SHOPS (1905)

ROWAN

Surry County

BEAN SHOALS CANAL (1820-1825)
Yadkin River Section
Pilot Mountain State Park

Siloam
17.543480.4012700

The ruins of the Bean Shoals Canal stand on state-owned park land. Four sections of stone wall remain ranging in height from 5 to 20 feet. The wall was built of headers and stretchers pinned with small stone. No cement was used in construction. Also visible are sections of the original dam and canal channel, several culverts, a spillway, and a 20-foot earthen restraining wall and dredge channel. A survey of the Yadkin River was undertaken in 1817 to determine its potential as a commercial waterway. A canal was recommended and work begun in 1820. The project was abandoned, however, in 1825 due to insufficient funds without completing the waterway. [Ref: Tise, Larry, "Report on the Yadkin Navigation Company and Bean Shoals Canal," 1974, on file at the Survey and Planning Branch, Division of Archives and History, Raleigh, N.C.]

TRANSPORTATION

Wayne County

RAILROAD WAREHOUSE (1866)
Northeast Center Street, Goldsboro

Goldsboro (1956)

This warehouse is one of the few surviving buildings once owned by the North Carolina Rail Road. It is a one-story brick structure with a gable roof and brick pilasters 12 feet apart. It measures 32 feet by 342 feet and has 18 large doors along each side. At one time offices were located at each end and a platform 6 feet wide extended around the building. The warehouse was built to serve both the North Carolina Rail Road and the Wilmington and Weldon Rail Road. Goldsboro was the eastern terminus for the NCRR's original route. [Ref: Gilbert, John, The Tree of Life, 1972, 20-21]

UNION STATION (1909)
Walnut Street, Goldsboro

Goldsboro (1956)

Designed by the Wilmington firm of Leitner and Wilkins, this station served three railway companies. It is executed in Flemish bond with pressed brick quoining and fenestration architraves. A central tower is on the trackside and a central projecting stepped gable on the street-side. The interior features coffered ceilings, Corinthian pilasters and full entablature cornices. The station is now used as a warehouse. [Ref: Plans and specifications on file at Survey and Planning Branch, Division of Archives and History, Raleigh, N.C.]

Wilson County

ATLANTIC COAST LINE DEPOT (1924)
Nash Street, Wilson

Wilson (1904)

This one-story passenger station is cruciform in plan. It is executed in brown Hytex brick with a contrasting molded concrete water table and base. It has a gable roof with curvilinear parapet gables at each end and at the central projecting bay. The roof is of red Spanish tile. A small matching structure to the north houses the mail and baggage rooms. The station was designed by A. M. Griffin of Wilmington, N.C., and constructed by the Atlantic Coast Line Railway. It was completed in 1924. It is still in use, now a part of the Seaboard Coast Line system. [Ref: Plans and specifications on file at Survey and Planning Branch, Division of Archives and History, Raleigh, N.C.]

NOTES

NOTES

BRIDGES AND TRESTLES



FIFTH STREET BRIDGE (1902) WILMINGTON
NEW HANOVER CO.

NOTES

BRIDGES AND TRESTLES

Catawba County

BROOKFORD BRIDGE (1924) Hickory
NC 127 over Henry River, Brookford 17.467830.3950260

This is a single rib-arched concrete bridge on concrete piers. The arch spans 165 feet. The bridge is 185 feet long and its height is 20 feet. It was constructed by the Luten Bridge and Iron Company of Knoxville, Tennessee and is typical of the concrete bridges built by that company.

BUNKER HILL COVERED BRIDGE (1900) Catawba
Lyle's Creek, Claremont vicinity 17.489550.3952850

This is an 80-foot span built on dry wall stone ramps. The bridge employs a combination of the multiple king post truss and the Haupt truss systems which are joined with trunnels. Board-and-batten siding covers the structural members. A tin gable roof protects the bridge. Plank tracks run the length of the wooden floor. The bridge was built in 1895 by local laborers. It was originally an open span and was covered in 1900. It is no longer in use, owned by the Catawba County Historical Association. [Ref: Preslar, Charles, ed., A History of Catawba County, 1954; NR]

Franklin County

TAR RIVER BRIDGE (1840; 1904)
Tar River, Franklinton vicinity

There are three examples of railroad bridges from three different periods at this site along the border of Vance and Franklin counties. The oldest is a series of plain ashlar stone piers built around 1840 for the Raleigh and Gaston Rail Road. A steel trestle, built in 1904 by the Seaboard Air Line Railway, is now in use. Concrete piers for a new bridge are now being erected by the Seaboard Coastline Railway. The Raleigh and Gaston road was among the first to operate in North Carolina. It was chartered in 1837 and went into operation in 1840. Four bridges were constructed by this company along the route. The Tar River bridge was 846 feet long and 94 feet high. The others were over Cedar Creek, Neuse River, and Crabtree Creek. [Ref: Prince, Richard, The Seaboard Air Line, 1969]

BRIDGES AND TRESTLES

Haywood County

PIGEON RIVER BRIDGE (1891)
SR 1112, Waynesville vicinity

Waynesville
17.327580.3925920

This is the oldest bridge in the state still open to passenger traffic. It consists of a high steel pin-connected truss superstructure and a substructure of concrete abutments and piers. It is 99 feet in length and 21 feet above the stream bed. It was built in 1891 by H. P. Dean and Westbrook Company of New York, New York.

Henderson County

GREENE RIVER BRIDGE (c. 1927)
NC 176 over Greene River

Zirconia
17.373020.3899840

This is a rib-arched reinforced concrete bridge. There are four approach spans and three main spans, the largest of these being 185 feet. The overall length of the bridge is 584 feet. It is in poor condition and may soon be replaced.

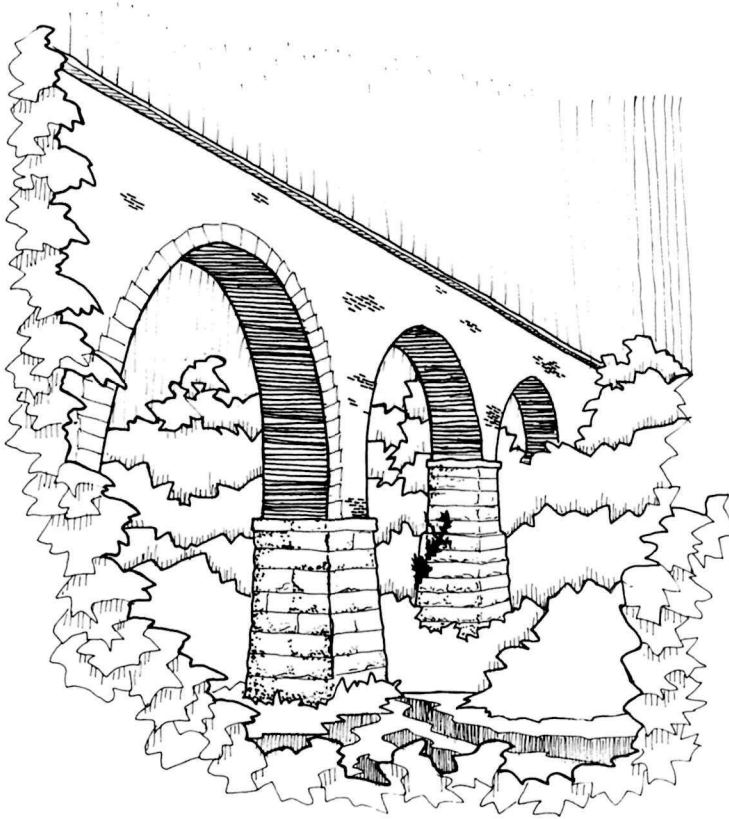
Iredell County

BOSTIAN'S BRIDGE (1858)
Third Creek, Statesville vicinity

Statesville West
17.507060.3957580

The bridge is perhaps the most significant railroad bridge in the state both for its physical appearance and its notoriety as the scene of one of North Carolina's worst railroad disasters. Shortly before its completion in 1858, it was described by a journalist as "the most extraordinary bridge structure in the state and we think the most graceful and beautiful." It has five arches, one large and four small. It is 260 feet long and 60 feet high. It is built of stone and brick, with the abutments and pillars being of stone for about 25 feet and the remainder of hard burnt brick. It was designed by W. Raeder of Salisbury, and constructed for the western branch of the North Carolina Rail Road which was extended from Salisbury to Old Fort before the Civil War. On August 27, 1891, the derailment of a westbound passenger train near the bridge resulted in the deaths of 22 persons. [Ref: Carolina Watchman (Salisbury), October 12, 1858; Gilbert, John, Crossties through Carolina, 1969, 33-35]

BRIDGES AND TRESTLES



BOSTIAN'S BRIDGE (1858) JREDELL CO.

Lincoln County

LONG SHOALS BRIDGE (1916)
SR 1242, Long Shoals

Lincolnton East
17.478060.3918580

This bridge, located over the South Fork River at one of the oldest industrial sites in the state, is a thru-truss steel structure with I-beam and creosoted timber approaches. There are two sets of trusses each spanning 85 feet. The substructure consists of concrete abutments, rubble masonry with concrete piers, and one steel bent encased in concrete. Its length is 280 feet and its height is 25 feet. It was built in 1916 by the Virginia Bridge and Iron Company of Roanoke, Virginia. Although it was repaired in 1958, it is still in deteriorated condition and will soon be replaced.

BRIDGES AND TRESTLES

New Hanover County

FIFTH STREET BRIDGE (1902)
North Fifth Street, Wilmington

Wilmington
18.228820.3792800

This bridge carries pedestrian and vehicular traffic over the Seaboard Coastline Railway in Wilmington. It is a two-lane, thru-truss span, 125 feet long and 45 feet wide. It stands on two brick abutments. The bridge was built by the Atlantic Coast Line Railway and the City of Wilmington in 1902. It is in poor condition and may soon be replaced.

SIXTH STREET BRIDGE (1910)
North Sixth Street, Wilmington

Wilmington
18.228930.3792860

This is a two-lane bridge which carries vehicular traffic over the Seaboard Coast Line Railway. It is a thru-truss bridge, 145 feet long and 45 feet wide. It stands on two concrete abutments. Built by the Atlantic Coast Line Railway and the City of Wilmington in 1910, the bridge underwent extensive repairs in 1960 and is in fair condition. [Ref: Wilmington, Metropolis of North Carolina, 1912]

Randolph County

PISGAH COMMUNITY COVERED BRIDGE (c. 1910)
SR 1109, Pisgah

Asheboro
17.600250.3933500

This covered bridge is a small 40-foot wooden structure with a gable roof and vertically sheathed sides resting on a dry wall stone pier foundation. Above the four piers on either side of the bridge, the floor joists extend beyond the wall and support braces that are sheathed to create small buttresses. On the inside a modified queen post truss system is exposed and plank tracks run the length of the floor. The bridge was built around 1910 by J. J. Welch who constructed a number of covered bridges in this area. It is no longer in use and is one of four remaining covered bridges in the state. [Ref: Gallup, Betty, ed., Bridge Beat, 1969; NR]

SKEEN'S MILL COVERED BRIDGE (c. 1895)
SR 1406, Tabernacle Township

Glenola
17.591100.3958220

This bridge is 100 feet long and spans a branch of the Little Uwharrie River. Built on dry wall stone ramps and an auxiliary support, the bridge is a one-span combination of the Ithiel Town lattice-truss and queen post truss construction systems. The joints of the structural members have

BRIDGES AND TRESTLES

Randolph County (cont.)



SKEEN'S MILL COVERED BRIDGE (c.1895) RANDOLPH CO.

been fastened with trunnels. The sides of the bridge are covered with verticle board-and-batten sheathing and the gable roof with standing seam tin. Plank tracks run the length of the floor. The bridge was built just before 1900 and is considered the last Town lattice truss bridge built in North Carolina. Ithiel Town, noted architect and bridge engineer, built a bridge in North Carolina across the Yadkin River as early as 1818 and patented his "Town lattice truss" in 1820. [Ref: Allen, Richard S., Covered Bridges of the South, 1970; NR]

BRIDGES AND TRESTLES

Randolph County (cont.)

UWHARRIE RIVER BRIDGE (1924)
SR 1314 over Uwharrie River

Asheboro (1957)
17.593250.3948800

This is a rib-arched small spandrel bridge built in 1924 by the Steel and Leggy Company of Knoxville, Tennessee. There are two spans each measuring 90 feet. The overall length of the bridge is 196 feet and its height is 25 feet. It is open to one-way traffic only and is in good condition.

Rowan County

GRANT'S CREEK BRIDGE (1857)
Grant's Creek, Salisbury

Salisbury
17.545580.3948460

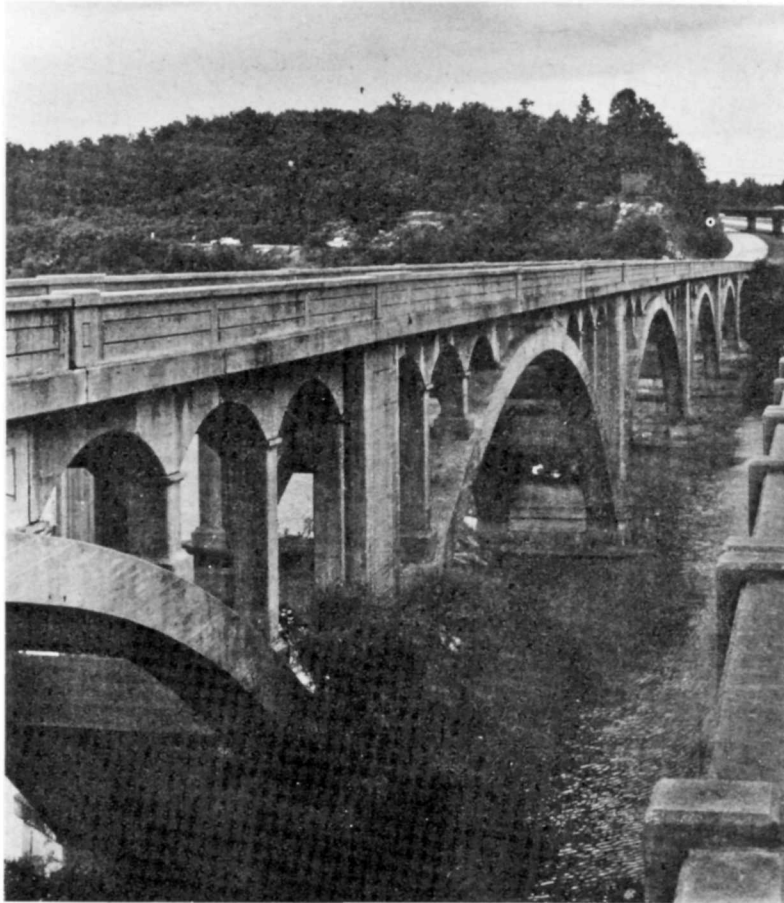
This granite railroad bridge consists of two arches. It is 100 feet long and 30 feet high. It was constructed as part of the western line of the North Carolina Rail Road and was completed in 1857. It was designed by William Murdoch, a stonemason from Scotland and a major builder in the antebellum southeast, having worked on Fort Sumter, the Fayetteville arsenal, the capitol at Raleigh, the Graniteville Cotton Mills in South Carolina, and numerous railroad bridges. Grant's Creek Bridge, built at a cost of \$30,000, is a durable structure and continues to carry rail traffic today. [Ref: Brawley, James, "Granite Bridge as Good as New," Salisbury Post, March 2, 1975]

WIL-COX BRIDGE (1922)
US 29, Spencer vicinity

Salisbury
17.554960.3953140

This is a rib-arched reinforced concrete structure spanning the Yadkin River at the border of Rowan and Davidson counties. There are 11 arches which rest on reinforced concrete piers. Two arches span 43 feet, two span 46 feet, and seven span 160 feet each. The entire bridge is 1300 feet long and 60 feet high. The bridge now supports southbound traffic only. When it was built in 1922 by the North Carolina Highway Commission it was considered a major link for vehicular traffic between Virginia and Atlanta. It was also the first free bridge built across the Yadkin. The ruins of Beard's Bridge, an 1818 toll bridge, can be seen from Wil-Cox Bridge. [Ref: Salisbury Post, April 29, 1975, 6-TR]

BRIDGES AND TRESTLES



WIL-COX BRIDGE (1922)

ROWAN CO.

Rutherford County

POOL CREEK BRIDGE (1925)
US 64, Bat Cave vicinity

Lake Lure
17.388450.3921150

A single-arched reinforced concrete bridge, Pool Creek features a concrete balustrade and four lamp posts of Neo-Classical Revival style (with Ionic capitals) on each corner. The bridge is only 34 feet long and 12 feet high. The single span is 34 feet. The bridge served as an entrance to the town of Lake Lure which had been developed by Chimney Rock, Inc., as a resort, recreational, and residential property. The bridge was built in 1925. [Ref: Lake Lure and its Surrounding Areas, 1926]

BRIDGES AND TRESTLES

Rutherford County (cont.)

BROAD RIVER BRIDGE (1925)
US 64, Chimney Rock vicinity

Lake Lure
17.387900.3921850

This bridge is supported by a concrete substructure and reinforced concrete Luten arches. There are three spans, each about 50 feet. The bridge is 160 feet long and 16 feet high. It was built in 1925 by the Lake Lure Corporation, a part of Chimney Rock, Inc. This company was organized by Lucius B. Morse in the early 1920s. The anticipated completion of a state highway between Charlotte and Asheville encouraged Morse and his brothers to carry out plans to develop the area around Lake Lure and this development included the construction of five small bridges and a hydroelectric facility. [Ref: Lake Lure and its Surrounding Area, 1926]

Stanly County

SWIFT ISLAND FERRY BRIDGE (1927)
NC 24-27 over Pee Dee River

Albemarle
17.583700.3907400

This is a reinforced concrete rib-arched open spandrel bridge. There are four approach spans which measure about 53 feet each and four main spans which measure 210 feet each. The length of the bridge is 1060 feet and its height is 99 feet from deck to stream bed. The bridge was built in 1927 by Carolina Power and Light Company under the supervision of North Carolina's State Highway Commission. It replaced a similar structure built only five years earlier which was to be flooded by Carolina Power and Light Company's Norwood (now Tillery) Dam. The 1922 structure was finally destroyed in a celebrated test of aerial bombing, Christmas Week, 1927. [Ref: Riley, Jack, Carolina Power and Light Company, 1958]

Wilkes County

WADE HARRIS MEMORIAL BRIDGE (c. 1930)
US 421, over Lewis Fork

Maple Springs
17.459760.4006780

A single rib-arched open spandrel structure with a span of 150 feet, the Wade Harris Bridge was built around 1930 and named for a prominent publisher, pamphleteer, and promoter of industry and engineering in the state. The bridge is of reinforced concrete construction. It is 312 feet long, 114 feet high.

BRIDGES AND TRESTLES

Yadkin County

ROCKFORD BRIDGE (1962)
SR 1527 over Yadkin River

Copeland
17.531540.4012160

This is a low-water type bridge. It is built of 4 inch by 8 inch creosoted timbers supported by concrete abutments and piers every 30 feet. It is 412 feet long and only 11 feet wide. It is 5 feet 6 inches above the river bed. It was built in 1962 by the State Highway Commission. Bridges of this type are built for economy and are found in the foothills and mountain areas of North Carolina. During periods of high water, they are impassable. However, they do not wash out easily and therefore were most commonly built during the days when local communities were responsible for bridge-building.

Yancey County

TOE RIVER BRIDGE (c. 1925)
NC 197 over Toe River

Bakersville
17.389880.3985200

This is a reinforced concrete closed spandrel bridge built around 1925 by Steel and Leggy Company of Knoxville, Tennessee. It consists of three hinged arches: two approach arches at 75 feet each and a main arch at 85 feet. The structure is 242 feet long and 27 feet high with a roadway of only 16 feet. It is in fair condition and may be replaced.

NOTES

SPECIALIZED STRUCTURES



SERVICE STATION (c.1930)

WINSTON-SALEM
FORSYTH CO.

NOTES

SPECIALIZED STRUCTURES

Alamance County

GLENCOE MILL VILLAGE (1882)
SR 1598, Glencoe

Lake Burlington
17.641420.4000240

This remarkably well-preserved village, located on the Haw River some three miles north of Burlington, includes a main mill building, a finishing mill, a brick warehouse, a company store, a mill church, and a number of frame dwellings all dating from the last quarter of the 19th century. The mill houses are usually two-story buildings with brick nogging and hand-sawn timbers. Many have their original separate kitchens (of board-and-batten construction) at the rear. The power system at Glencoe is clearly visible. The stone dam and mill race are intact. The race runs about 400 yards to the power house where a turbine water wheel, manufactured by Poole and Hunt of Baltimore, is in place. The wheel, gear fittings, main shaft and flywheel are intact. The turbine first provided a power source for the mill machinery and later was connected to a generator which is also in the power house. There are no intrusions in this 105-acre site except for small additions to the main mill. The village was developed for cotton processing in 1882 by James and William Holt, sons of textile pioneer Edwin M. Holt. [Ref: Hughes, Julian, "Development of the Textile Industry in Alamance County," 1965, 30-31]



GLENCOE MILL VILLAGE (1882)

ALAMANCE CO.

SPECIALIZED STRUCTURES

Alamance County (cont.)

MILL VILLAGE (1868)
NC 119, Swepsonville

Mebane
17.647440.3987460

Until 1970 this village along the Haw River was the home of Virginia Mills (1895) and before that the Falls-Neuse Manufacturing Company (1868). A one-story cotton mill and power plant remain at the site as well as the mill dam and race. Older structures include two boarding houses, a mill owner's house, a superintendent's house (also used as a showroom), and a community center. Most of the village is occupied although the residents seek employment elsewhere. [Ref: Hughes, Julian, "Development of the Textile Industry in Alamance County," 1965, 41-56]

Burke County

MILL VILLAGE (1902)
SR 1002, Henry River

Longview
17.461320.3949900

Overlooking the Henry River and a three-story brick mill building, now abandoned, is a small mill village of single family and two-family dwellings. There is also a brick company store. To the north is the home of the mill superintendent and across the river is the mill owner's residence. The village is lined with stone walls and is in generally good condition. The mill and village were constructed in 1902 by D. W. Aderholdt. Operations were suspended around 1970 but the village remains occupied.

Carteret County

FORT MACON (1826)
Bogue Point, Atlantic Beach vicinity

Beaufort (1949)

One of the most exceptional examples of brickwork in the state, Fort Macon reflects the influence of master masons from Philadelphia and Alexandria who supervised its construction. It is mainly of brick with Connecticut Freestone used freely in ramps, sills, lintels, stairs, and string courses. Some granite was also used. There are 21 exterior walls and the parade, or inner walls, covers one-half acre in an irregular pentagon. The brick, most of which is laid in one-to-three common bond, was manufactured locally. Construction began in 1826 but the fort was not occupied by troops until 1834. Between 1834 and 1861 the fort was garrisoned for only brief periods by a small caretaker force.

SPECIALIZED STRUCTURES

Carteret County (cont.)

In April, 1861, Confederate forces occupied the fort until it was captured by Union land and sea forces a year later. A small force also occupied Fort Macon during the Spanish-American War and during World War II. It is now a state park. [Ref: Barry, Richard S., "Fort Macon, Its History," North Carolina Historical Review, April, 1950; NR]

Catawba County

PASSENGER DEPOT (c. 1910)	Hickory
Main Avenue Place, Hickory	17.469160.3954020

This depot, built by Southern Railway around 1910, is a brick structure accented by a contrasting stone water table. A series of heavy wooden brackets support a bellcast-hipped roof. The structure is not in use but plans are underway to convert the available space into a farmer's market.

Durham County

PEARL COTTON MILL (1893)	Durham North
Trinity Street, Durham	17.688900.3986300

All that remains of this cotton mill is the smokestack to the boiler and a four-story stair tower with a mansard roof. An apartment complex now stands on the site of the cotton mill which was destroyed in 1970. The tower stands in the interior square of the complex. Pearl Cotton Mill was established in 1893 by Brodie Duke, son of Washington Duke, a prominent tobacco manufacturer, and later operated by Erwin Mills. [Ref: Boyd, William K., The Story of Durham, 1925, 123]

Forsyth County

SERVICE STATION (c. 1930)	Winston-Salem East
Peachtree Street, Winston-Salem	17.570780.3990520

The station is made of concrete and heavy stucco and designed in the shape of a shell. It was cast on the site and ropes were tied into the surface of the shell to produce the bands. The station was built around

SPECIALIZED STRUCTURES

Forsyth County (cont.)

1930 by the Quality Oil Company of Winston-Salem which had been established in 1929 to distribute the products of the Shell Oil Company. Because Shell Oil had not marketed its products in North Carolina before the late 1920s, Quality Oil decided to attract customer attention with a series of shell-shaped service stations. About eight such stations were built in the early 1930s throughout the Winston-Salem area. Only one survives and it is used as a lawnmower repair shop.

Hyde County

LAKE MATTAMUSKEET PUMPING PLANT (1926)
National Wildlife Refuge, New Holland

New Holland (1951)

A three-story brick pump station with a 120-foot tower stands on the site of an ambitious but ill-fated project to drain Lake Mattamuskeet and use the bottom land for farming. This plan dated back to 1835 but it was not successfully undertaken until 1926 by the New Holland Corporation, headed by New York philanthropist and developer August Hecksher. The pump station once housed four centrifugal steam pumps. Drainage of the lake involved the construction of an extensive series of canals and culverts. Nearly 100,000 acres lay within the drainage district. The project was abandoned, however, in 1933 due to pumping difficulties, excessive rainfall, and agricultural pests. Under the administration of the Bureau of Sports Fisheries and Wildlife the pumping plant has been converted to a 38-room lodge. [Ref: White, Gwen, "First of the Super Farms," The State, May, 1975, 23 ff; NR]

Iredell County

CITY WATER WORKS (c. 1900)
SR 1931, Statesville

Statesville West
17.509200.3962200

The pumping station is a one-story brick building with a boiler room and a large chimney attached. The station was built along Gregory Branch at the turn of the century and served as Statesville's major pumping plant until World War II. By 1956, it had been abandoned and was to be destroyed. However, a group of local citizens decided to renovate the structure and lease it from the city as a museum of art and science. Today there are nearly 450 members of the museum. [Ref: Statesville Record and Landmark, April 8, 1974, 1-K, 2-K]

SPECIALIZED STRUCTURES

Moore County

PARKWOOD (1880-1890)
NC 22, Parkwood vicinity

The ruins of a small town built for manufacturing millstones can be found at this site. Scattered about are millstones, bits of machinery, and foundations of buildings constructed during the boom years of the 1880s. The abundance of conglomerate in this part of North Carolina convinced local businessmen to organize the North Carolina Millstone Company which sold assembled millstones and frames to farmers throughout the country. When new orders slowed and inventories mounted, the company went into receivership and the town of Parkwood went to ruin. [Ref: Wellman, Manly Wade, The County of Moore, 1962, 127-128]

Nash County

ATLANTIC COAST LINE PUMP STATION (c. 1920)
Nashville Street, Rocky Mount

Rocky Mount (1902)

This former pump station now serves as the Rocky Mount Arts Center. The site consists of a one-story brick building and a water tank measuring 60 feet high and 52 feet in diameter. The station was built around 1920 to service the Emerson repair shops of the Atlantic Coast Line Railway in South Rocky Mount. The tank was installed sometime later. The station was abandoned in the mid-1950s and soon deteriorated. Around 1960 the Department of Recreation in Rocky Mount offered the pump station as a rent-free home to the Arts Center, which had been organized by local citizens in the late 1950s. Ryland Edwards, a local architect, was employed to design the facility. The water tank houses on three floors an art gallery, theater-in-the-round, classrooms, and offices. The station houses art studios. There is a small park surrounding the building. The Arts Center opened in 1963. [Ref: News and Observer (Raleigh), May 26, 1963]

ROCKY MOUNT ICE AND FUEL COMPANY (c. 1905)
Washington Street, Rocky Mount

Rocky Mount (1902)

The ice plant, located in the heart of Rocky Mount's railroad district, was built around 1905. It is a brick structure measuring 150 feet by 50 feet and around 60 feet high. An addition was built in 1910. A gas plant is located just south of this building. Both structures are scheduled for demolition as part of a community development project.

SPECIALIZED STRUCTURES



ATLANTIC COAST LINE PUMP STATION (c.1920)

ROCKY MOUNT
NASH CO.

Rockingham County

HIGH ROCK FORD (c. 1760)
SR 2620, Williamsburg

Williamsburg
17.628930, 40.12580

The central engineering structure of interest at this site is the large High Rock mill dam which is intact on the north side of Haw River. It is built with large, cut stone some 2 to 5 feet square or oblong, fitted together without mortar and with iron straps for further support. This is also the site of General Nathanael Greene's headquarters in 1771 prior to the Battle of Guilford Courthouse. [Ref: Graham, William, ed., General Joseph Graham and His Papers on North Carolina Revolutionary History; NR]

SPECIALIZED STRUCTURES

Wake County

DEPOT (1914)
SR 1011, Apex

The former Seaboard Coastline passenger depot is a brick structure with a bellcast-hipped roof and segmental-arched windows. There are central projecting bays on both the street and trackside. The depot was built in 1914. In 1969 Seaboard Coast Line suspended operations here. The structure was bought by the town of Apex, moved 100 feet west of its original site, and reopened in 1972 as the Apex Community Library. [Ref: Street, Julia, "Resurrection at the Apex Depot," The State, July, 1973, 14-16]

RALEIGH WATER TOWER (1887)
115 West Morgan Street, Raleigh

Raleigh West
17.713220.3961820

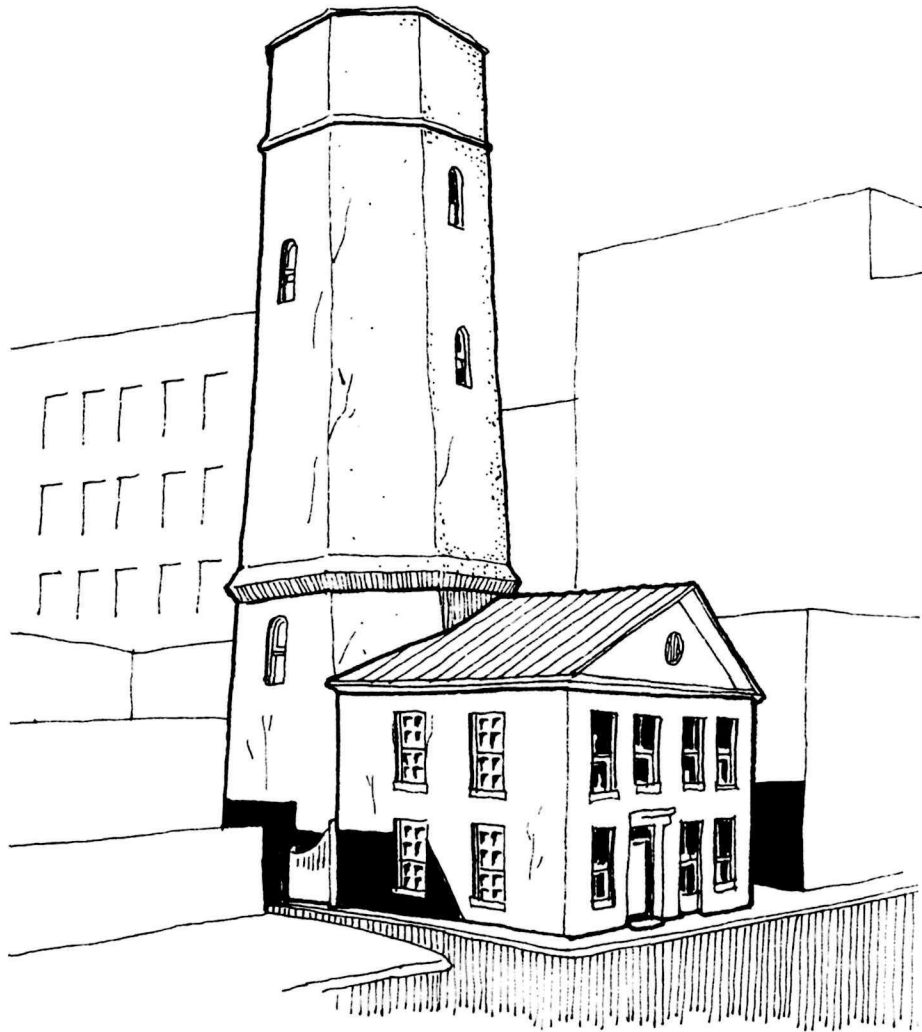
One of Raleigh's most picturesque landmarks, the water tower consists of a two-story office building with a gable roof and an attached octagonal tower which measures 85 feet in height and is 24 feet in diameter. The tower's three-foot thick walls are pierced at irregularly-spaced intervals by lancet windows. From 1887 to 1924 the tower supported an iron tank and was part of Raleigh's water supply system. It was abandoned until 1938 when William Deitrick, a Raleigh architect, bought the tower from the city and remodeled the gutted interior to accommodate his professional offices. In 1963 the tower and office were conveyed to the AIA, North Carolina Chapter, and now serves as this group's headquarters. [Ref: News and Observer (Raleigh), November 11, 1951; NR]

STATE FAIR AND EXPOSITION BUILDING (1954-1955)
West Hillsborough Street, State Fairgrounds

Raleigh West
17.706780.3963300

This building, more commonly known as Dorton Arena, has been called an "important pioneer work" in the development of suspended roof construction. The roof decking rests on a two-layered grid of cables strung at right angles within a ring beam composed of two sloping parabolic arches opening toward each other on a common axis and intersecting in hinged joints at the low point of the roof. The shape of the arches and the location of the cables which support the roof deck gives the roof the form of a hyperbolic paraboloid, or "paraboleum." The idea of the suspended roof was first proposed by the Polish architect Matthew Nowicki. After Nowicki's death, the plan for the Exposition Building was executed by William H. Deitrick. The engineers were Severud, Elstad, and Krueger. The building was completed in 1955 and serves as the exposition hall for the North Carolina State Fair as well as a year around entertainment arena. [Ref: Condit, Carl, American Building, 1968, 209-210; NR]

SPECIALIZED STRUCTURES



RALEIGH WATER TOWER (1887)

WAKE CO

Special Site

U.S.S. MONITOR (1862)

Off Cape Hatteras, North Carolina

The remains of the U.S.S. Monitor, the prototype of the ironclad vessel, are located about 15 miles off Cape Hatteras, North Carolina. The inverted hull of the vessel lies on a hard sand bottom. The port side remains exposed. The displaced turret partially obscured by the hull protrudes from the port quarter. The upper hull generally exists in an excellent state of preservation as does the turret. The lower hull has

SPECIALIZED STRUCTURES

Special Site

suffered considerable damage. Aft of the bulkhead most of the plating remains intact. The Monitor was constructed in 110 days by the United States government during the Civil War. It was designed by John Ericson and constructed at the Continental Iron Works in Brooklyn, New York. In March, 1862, the Monitor was ordered to Hampton Roads, Virginia, to oppose the ironclad C.S.S. Virginia, reconstructed from the scuttled screw steamer U.S.S. Merrimack. The four-hour battle between the ironclads proved inconclusive but it did signal the end of the era of wooden fighting ships. In December, 1862, the Monitor sunk in a storm while in tow to Beaufort, N.C. The remains of the vessel were not discovered until search teams located the site in 1973 and 1974. The area around the Monitor has been declared the nation's first marine sanctuary. [Ref: "How We Found the Monitor," National Geographic, January, 1975; NR]

NOTES

THE HAER INVENTORY CARD

EXISTING SURVEYS		DATA		DWGS		PHOTOGRAPHS		STATES																																																																									
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<p>Skeen's Mill Covered Bridge, one hundred feet long, spans a branch of the Little Uwharrie River twenty-two feet above the river bed. Built on dry wall stone ramps and an auxiliary support, the wooden bridge is a one-span combination of the Ithiel Town lattice-truss and queen-post truss construction systems. The joint of the structural members have been fastened with trunnels. The sides of the bridge are covered with vertical board-and-batten sheathing and the gable roof with standing seam tin. Plank tracks run the length of the wooden floor.</p> <p>This bridge was built before 1900, soon after a road was constructed from Skeen's Mill to the Public Road in the late 1880's. Ithiel Town, noted architect and early bridge engineer, built a bridge across the Yadkin River in N.C. as early as 1818 and patented his "Town lattice mode" of trussing in 1820. Skeen's Mill Bridge uses his lattice truss, and is called "the last of the Town lattice bridges in the state in which they were first built."</p> <p>A flood once toppled the bridge but it was set back up and stabilized with steel cables.</p>																																																																																	
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<p>Allen, Richard S., <u>Covered Bridges of the South</u>. Brattleboro, Vermont: Stephen Greene Press, 1970.</p> <p>Newton, Roger Hale, <u>Town and Davis, Architects</u>. New York: Columbia University Press, 1942.</p>																																																																																	
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Historic American Engineering Record
Office of Archeology and Historic Preservation
National Park Service
U. S. Department of the Interior
Washington, D.C. 20240

Publication Number: NPS 150

